

Table Of Contents

Chapter 1: Goals and Objectives

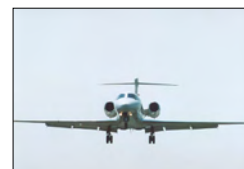
Plan Purpose and Need	1-1
Plan Elements.....	1-1
Overview	1-2
Plan Goal.....	1-2
Objectives	1-2
Physical.....	1-3
Economic.....	1-3
Accessibility.....	1-4
Summary	1-4

Chapter 2: Inventory

Socioeconomic	2-1
Population.....	2-1
Employment.....	2-9
Income	2-12
Environment and Land Use	2-17
Physical Setting	2-17
Land Use.....	2-17
Surface Transportation	2-17
Highway System.....	2-18
Freight Rail.....	2-18
Passenger Rail Service between Cities	2-18
Bus Service.....	2-21
Bicycle and Pedestrian Accommodations.....	2-21
Waterways.....	2-21
Missouri's Public Transportation Ssytem.....	2-21
Urban Transit Systems	2-24
Rural Transit Systems.....	2-24
Elderly and Disabled Transportation	2-24
Taxicab Companies	2-24
Light Rail Transit Systems and Projects	2-25
University Transportation Services	2-25
Aviation.....	2-25
Aviation Facility Classifications.....	2-25
National Plan of Integrated Airport Systems (NPIAS)	2-26
Airport Reference Code (ARC).....	2-26
Airport Facilities	2-27
Heliport Facilities	2-27
Seaplane Facilities	2-33
Airspace	2-33
Kansas City Airspace Features.....	2-33
Class A.....	2-34
Class B.....	2-34
Class C.....	2-34

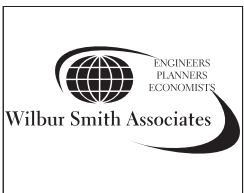


Table Of Contents





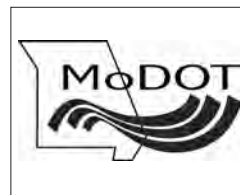
**Table
Of
Contents**



Class D.....	2-34
Class E.....	2-36
Class G	2-36
Kansas City Airspace Management	2-36
MCI Arrivals	2-36
MCI Departures	2-37
MCI Satellite Operations.....	2-37
RAPCON Coordination	2-37
St. Louis Airspace Features	2-37
Class A.....	2-37
Class B	2-37
Class C.....	2-39
Class D.....	2-39
Class E.....	2-39
Class G	2-39
St. Louis Airspace Management.....	2-39
STL Arrivals	2-39
STL Departures.....	2-40
STL Satellite Operations.....	2-40
IFR Approaches	2-40

Chapter 3: Aviation Trends and Projections of Demand

National General Aviation Trends.....	3-1
General Aviation Overview	3-2
General Aviation Industry.....	3-3
Historic General Aviation Aircraft Shipments and Billings	3-4
Business Use of General Aviation	3-5
Non-Business Use of General Aviation.....	3-8
FAA Aerospace Forecasts	3-10
Active Pilots	3-10
Active Aircraft Fleet	3-11
Hours Flown	3-12
Summary of National General Aviation Trends.....	3-13
Missouri General Aviation Trends	3-13
Based Aircraft.....	3-13
Total Aircraft Operations	3-14
Missouri General Aviation Projections	3-15
General Approach to Forecasting	3-15
Projections of Based Aircraft.....	3-16
Bottom Up Methodology.....	3-16
Top Down Methodology	3-25
Socioeconomic Methodology	3-30
Preferred Based Aircraft Projection.....	3-35
General Aviation Based Aircraft Fleet Mix	3-40
General Aviation Operations Projections	3-57
Growth Rate Methodology.....	3-58
Operations Per Based Aircraft (OPBA) Methodology.....	3-67
Preferred General Aviation Operations Projection	3-67



Local/Itinerant General Aviation Operations	3-72
Military Operations.....	3-89
Summary	3-89

Chapter 4: Airport Roles

Role Evaluation	4-1
Factors in Determining Airport Role	4-1
Economics	4-1
Accessibility.....	4-2
Physical	4-2
Economics	4-2
Accessibility	4-16
Physical	4-29
Results of Role Evaluation	4-39
Aviation Role Classification Definiations	4-39
Facility and Service Objectives	4-45
Commercial Airports.....	4-47
Activity	4-47
Facilities/Services	4-47
Runway Length.....	4-47
Regional Airports.....	4-47
Activity	4-48
Facilities/Service	4-48
Runway Length.....	4-48
Business Airports.....	4-48
Acitivity	4-48
Facilities/Services	4-49
Runway Length.....	4-49
Community Airports	4-49
Activity	4-49
Facilities/Services	4-49
Runway Length.....	4-49
Summary.....	4-50

Chapter 5: Current System Performance

Performance Measure: Physical	5-1
Objectives	5-13
Performance Measure: Economic Support	5-23
Performance Measure: Accessibility	5-29
Summary	5-44

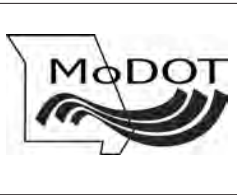
Chapter 6: Future Airport Roles

Current Coverage	6-1
Projected State Growth.....	6-4
Future System Roles.....	6-9
Summary of Future Airport Roles.....	6-11

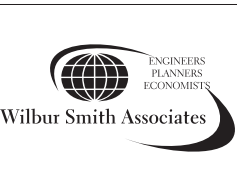


Table Of Contents





**Table
Of
Contents**



Chapter 7: Future System Performance

Future System Performance7-1

Performance Measure: Physical7-1

Performance Measure: Economic Support7-15

Chapter 8: System Plan Recommendations & Costs

Overview8-1

Airport Roles8-1

 Facility and Service Objectives8-3

 Development Program Recommendations8-9

 Costs of the Development Plan.....8-9

 Project Categories.....8-9

 Total System Costs8-10

 Development Phases8-10

 Airport Role Classifications8-11

 Cost Summary8-12

Current Airport Funding.....8-13

 Federal Funding Sources.....8-13

 Block Grant Program8-14

 State Funding8-15

 Local Funding8-16

 Private Funding8-16

 Funding Needs8-17

NPIAS Recommendations.....8-17

Additional Recommendations/Continuous Planning8-17

 Surveillance.....8-18

 Activity Indicators8-18

 Facilities/Services8-18

 Reappraisal8-19

 Service and Coordination8-19

 Special Studies8-20

 Updates8-20

Summary.....8-20

Chapter 9: Economic Benefit

Missouri Population, Gross State Product, and Employment.....9-1

Methodology.....9-2

 Required Date for the Modeling Process.....9-3

 Data Collection9-4

 Airport Tenants.....9-4

 General Aviation Visitors.....9-5

 Non-Aviation Business.....9-7

 Impact Multipliers.....9-7

The Economic Benefit Of The Missouri Airport System9-8

 Employment Benefits9-8

 Tenant Employment9-8

 General Aviation Visitor Employment.....9-9

Total Employment	9-9
Payroll Benefits	9-9
Tenant Payroll.....	9-9
General Aviation Visitor Payroll	9-10
Total Payroll.....	9-10
Output Benefits.....	9-10
General Aviation Visitor Output.....	9-11
Total Output.....	9-11
The Economic Benefit of Commercial Air Service in Missouri.....	9-11
The Business Use of Missouri Airports.....	9-12
Survey of Missouri Businesses	9-13
Conclusions	9-14

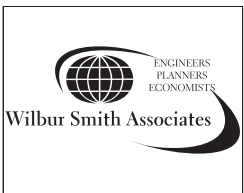


Table Of Contents





Table
Of
Contents



Tables

Chapter 2: Inventory

Table 2-1 Missouri Historical Population 1980-2000	2-3
Table 2-2 Missouri Forecast of Population 2000-2020	2-6
Table 2-3 Missouri Historical Employment	2-10
Table 2-4 Missouri Projected Employment by Region	2-12
Table 2-5 Missouri Median Household Income Trends (in 1999 dollars)	2-14
Table 2-6 Missouri Per Capita Income Trends (in 1999 dollars)	2-16
Table 2-7 Missouri Public Use Airports	2-28
Table 2-8 Airport Plan Information	2-43
Table 2-9 2002 Aviation Activity	2-46
Table 2-10 Airside Facilities	2-50
Table 2-11 Landside Facilities (buildings)	2-54
Table 2-12 Fuel Facilities	2-57
Table 2-13 Aviation Services	2-61
Table 2-14 Airport/Aviation Activities	2-64
Table 2-15 Airport Navigational Aids	2-70
Table 2-16 Airport Land Use and Development	2-74
Table 2-17 MCI Arrival Gate Procedures (feet)	2-36
Table 2-18 STL Arrival Gate Procedures (feet)	2-40
Table 2-19 Instrument Approaches	2-48

Chapter 3: Aviation Trends and Projections of Demand

Table 3-1 Average Aircraft Age by Type	3-9
Table 3-2 Historic and Projected U.S. Active Pilots by Type of Certificate	3-11
Table 3-3 Historic and Projected U.S. Active General Aviation Fleet Mix	3-12
Table 3-4 Historical Based Aircraft	3-17
Table 3-5 Based Aircraft Projection Bottom Up Methodology	3-21
Table 3-6 Based Aircraft Projection Top Down Methodology	3-25
Table 3-7 Based Aircraft Projection Top Down Methodology	3-26
Table 3-8 Based Aircraft Projection Socioeconomic Methodology	3-31
Table 3-9 Based Aircraft Projection Comparison of Methodologies	3-36
Table 3-10 2002 Existing Based General Aviation Aircraft Fleet Mix	3-41
Table 3-11 2007 Based General Aviation Aircraft Fleet Mix	3-45
Table 3-12 2012 Based General Aviation Aircraft Fleet Mix	3-49
Table 3-13 2022 Based General Aviation Aircraft Fleet Mix	3-53
Table 3-14 Historical General Aviation Operations	3-59
Table 3-15 Operations Projection Growth Rate Methodology	3-63
Table 3-16 Operations Projection-OPBA Methodology	3-68
Table 3-17 2002 Local and Itinerant GA Operations	3-73
Table 3-18 2007 Local and Itinerant GA Operations	3-77
Table 3-19 2012 Local and Itinerant GA Operations	3-81
Table 3-20 2022 Local and Itinerant GA Operations	3-85
Table 3-21 Military Operations Projections	3-89

Chapter 4: Airport Roles

Table 4-1 Total Based Aircraft	4-3
Table 4-2 Fuel Facilities.....	4-6
Table 4-3 Aviation Services.....	4-9
Table 4-4 Net Taxable Sales	4-13
Table 4-5 Population within a 30-Minute Drive Time	4-17
Table 4-6 Surface Access to Airport	4-20
Table 4-7 Businesses within a 30-Minute Drive Time	4-23
Table 4-8 Pilots within a 30-Minute Drive Time	4-26
Table 4-9 Primary Runway Length	4-30
Table 4-10 Approach Types.....	4-33
Table 4-11 Aircraft Storage Spaces	4-36
Table 4-12 Missouri Airport Role Classifications	4-41
Table 4-13 Minimum Basic Facility/Service Objectives.....	4-46
Table 4-14 Addition Minimum Facility/Service Objectives.....	4-50

Chapter 5: Current System Performance

Table 5-1 Airports Meeting Minimum Facility Standards - ARC Objectives	5-45
Table 5-2 Airports Meeting Minimum Facility Standards - Runway Length	5-48
Table 5-3 Airports Meeting Minimum Facility Standards - Runway Width	5-51
Table 5-4 Airports Meeting Minimum Facility Standards - Taxiway Width	5-54
Table 5-5 Airports Meeting Minimum Facility Standards - NAVAIDS	5-57
Table 5-6 Airports Meeting Minimum Facility Standards - Approach.....	5-60
Table 5-7 Airports Meeting Minimum Facility Standards - Lighting.....	5-63
Table 5-8 Airports Meeting Minimum Facility Standards - Weather.....	5-66
Table 5-9 Airports Meeting Minimum Facility Standards - Hangar Storage.....	5-69
Table 5-10 Airports Meeting Minimum Facility Standards - Aircraft Parking	5-72
Table 5-11 Airports Meeting Minimum Facility Standards - Auto Parking	5-75
Table 5-12 Airports Meeting Minimum Facility Standards - Terminal/Admin	5-78
Table 5-13 Airports Meeting Minimum Facility Standards - Ground Communication.....	5-81
Table 5-14 Airports Meeting Minimum Facility Standards - Fuel	5-84
Table 5-15 Airports Meeting Minimum Facility Standards - Maintenance	5-87
Table 5-16 Airports Meeting Minimum Facility Standards - FBO.....	5-90
Table 5-17 Airports Meeting Minimum Facility Standards - Rental/Loaner Car	5-93
Table 5-18 Airports Meeting Minimum Facility Standards - FAA Operational Capacity Guidelines.....	5-96
Table 5-19 Airports with Adequate PCI Ratings (Primary Runway Only)	5-99
Table 5-20 Airports Meeting FAA Runway Safety Guidelines (Primary Runway Only).....	5-102
Table 5-21 Airports Meeting Appropriate Zoning	5-105
Table 5-22 Percent of System Airports With Jet Fuel	5-108
Table 5-23 Percent of System Airports Supporting Aircraft Maintenance	5-111
Table 5-24 Percent of System Airports with Adequate Surface Access to Airports	5-114

Chapter 6: Future Airport Roles

Table 6-1 Summary of Airport Role Changes	6-13
---	------



Table Of Contents

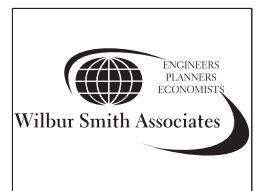
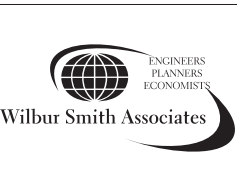




Table Of Contents



Chapter 7: Future System Performance

Table 7-1 Airports Meeting Minimum Facility Standards - Hangar Storage, Apron Spaces, and Auto Parking.....	7-20
---	------

Chapter 8: System Plan Recommendations & Costs

Table 8-1 Missouri System Airports by Role.....	8-3
Table 8-2 Facility and Service Objectives	8-4
Table 8-3 Total Development Plan	8-10
Table 8-4 Short Term Development by Project Type	8-11
Table 8-5 Long Term Development by Project Type	8-11
Table 8-6 Short Term (0-5 Years) Development by Airport Role	8-11
Table 8-7 Long Term (6-20 Years) Development by Airport Role	8-12
Table 8-8 Cost Summary - 5 Year	8-12
Table 8-9 Cost Summary - 20 Year	8-12
Table 8-10 Historical AIP Funding (Billions)	8-14
Table 8-11 NPIAS Cost Summary - 5 Year.....	8-15
Table 8-12 NPIAS Cost Summary - 20 Year.....	8-15
Table 8-13 Historical Funding	8-15
Table 8-14 Non-NPIAS Cost Summary - 5 Year	8-16
Table 8-15 Non-NPIAS Cost Summary - 20 Year	8-16

Chapter 9: Economic Benefit

Table 9-1 Missouri Employment* by Occupation and Industry.....	9-2
Table 9-2 2002 General Aviation Operations	9-6
Table 9-3 Estimated General Aviation Visitor Expenditures	9-6
Table 9-4 Total Weighted Average Impact Multipliers	9-7
Table 9-5 On-Airport Tenant Employment	9-9
Table 9-6 Visitor Employment	9-9
Table 9-7 Total Employment.....	9-9
Table 9-8 On-Airport Tenant Payroll.....	9-10
Table 9-9 Visitor Payroll.....	9-10
Table 9-10 Total Payroll	9-10
Table 9-11 On-Airport Tenant Output.....	9-11
Table 9-12 Visitor Output	9-11
Table 9-13 Total Output.....	9-11
Table 9-14 2002 Commercial Service Passengers.....	9-12
Table 9-15 Commercial Air Service Benefits	9-12
Table 9-16 2002 Summary of Total General Aviation Benefits.....	9-15
Table 9-17 2002 Summary of Total Aviation Benefits.....	9-15

Appendix A

Table A-1 2002 General Aviation Operations	A-1
Table A-2 2002 Estimated General Aviation Visitor Expenditures	A-3
Table A-3 2002 On-Airport Tenant Employment	A-5
Table A-4 2002 Visitor Employment.....	A-7
Table A-5 2002 Total Employment	A-9
Table A-6 2002 On-Airport Tenant Payroll	A-11

Table A-7 2002 Visitor Payroll	A-13
Table A-8 2002 Total Payroll	A-15
Table A-9 2002 On-Airport Tenant Output	A-17
Table A-10 2002 Visitor Output	A-19
Table A-11 2002 Total Output	A-21
Table A-12 Total Economic Benefit of Commercial Air Service	A-23
Table A-13 Total Economic Impact of Aviation in Missouri.....	A-25



Table Of Contents



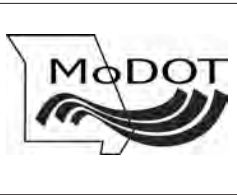
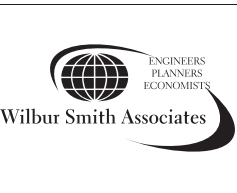


Table
Of
Contents



Exhibits

Chapter 1: Goals and Objectives

Exhibit 1-1 System Plan Elements1-2

Chapter 2: Inventory

Exhibit 2-1 1990-2000 Historical Population Growth by Average Annual Growth Rate (AAGR)2-4

Exhibit 2-2 2020 Population Projection by Average Annual Growth Rate (AAGR)2-7

Exhibit 2-3 2020 Projected Population Density2-8

Exhibit 2-4 1990-2000 Historical Employment Growth2-11

Exhibit 2-5 Missouri Projected Employment by Region.....2-13

Exhibit 2-6 Missouri Highways2-19

Exhibit 2-7 Missouri Railroads2-20

Exhibit 2-8 Missouri Rivers2-22

Exhibit 2-9 Missouri Ports.....2-23

Exhibit 2-102-31

Exhibit 2-11 MCI Class B Airspace2-35

Exhibit 2-12 STL Class B Airspace2-38

Chapter 3: Aviation Trends and Projections of Demand

Exhibit 3-1 General Aviation Use Categories and Percentage of Hours Flown3-2

Exhibit 3-2 Public Use Airports3-3

Exhibit 3-3 General Aviation Turbine Aircraft Growth 1991-2002.....3-4

Exhibit 3-4 General Aviation Aircraft Shipments and Billings3-5

Exhibit 3-5 Growth of Fractional Ownership Shares3-6

Exhibit 3-6 Examples of Ultralight Jet Aircraft3-7

Exhibit 3-7 Projected Turbofan Aircraft Deliveries by Aircraft Type3-8

Exhibit 3-8 Cessna Skyhawk3-9

Exhibit 3-9 Historic and Projected Total U.S. General Aviation Hours Flown3-12

Exhibit 3-10 Historical Based Aircraft in Missouri.....3-14

Exhibit 3-11 Historic Aircraft Operations in Missouri3-14

Chapter 4: Airport Roles

Exhibit 4-1 Initial Role Classification4-44

Chapter 5: Current System Performance

Exhibit 5-1 Percent of Missouri's Economic/Trade Centers withing a 30-Minute Drive Time of a Commercial or Regional Airport.....5-25

Exhibit 5-2 Percent of Missouri's Population within a 30-Minute Drive Tim of an Airport Meeting Business user Needs.....5-27

Exhibit 5-3 Percent of Population Centers within a 30-Minute Drive Time of a Commercial or Regional Airport.....5-31

Exhibit 5-4 Percent of Missouri's Population within 30-Minutes of an Airport with On-Site Weather Reporting Equipment5-33

Exhibit 5-5 Percent of Missouri's Population within 30-Minutes of Any System Airport.....5-35

Exhibit 5-6 Percent of Missouri's Population within 45-Minutes of a Commercial or Regional Airport.....5-37

Exhibit 5-7 Percent of Missouri's Population within 30-Minutes of a Business Airport5-39

Exhibit 5-8 Percent of Missouri's Population within 30-Minutes of an Airport with at Least a Non-Precision Approach.....	5-41
Exhibit 5-9 Percent of Missouri's Population within 30-Minutes of an Airport with a Precision Approach.....	5-43

Chapter 6: Future Airport Roles

Exhibit 6-1 Missouri Population within 45-Minutes of a Commercial or Regional Airport.....	6-2
Exhibit 6-2 Missouri Poluation within 30-Minutes of a Commercial, Regional, or Business Airport....	6-3
Exhibit 6-3 Missouri's Projected 2020 Population.....	6-5
Exhibit 6-4 Missouri's Population Growth Areas.....	6-6
Exhibit 6-5 Coverage of Population Growth Areas: Commercial and Regional Airports.....	6-8
Exhibit 6-6 Missouri's Population within 45-Minutes of Future Commercial and Regional Airports .	6-10

Chapter 8: System Plan Recommendations & Costs

Exhibit 8-1 Current Performance - Commercial Airports	8-5
Exhibit 8-2 Current Performance - Regional Airports.....	8-6
Exhibit 8-3 Current Performance - Business Airports.....	8-7
Exhibit 8-4 Current Performance - Community Airports	8-8
Exhibit 8-5 Cost Summary - 5 Year.....	8-13
Exhibit 8-6 Cost Summary - 20 Year.....	8-13

Chapter 9: Economic Benefit

Exhibit 9-1 The Multiplier Effect.....	9-3
--	-----

Table Of Contents

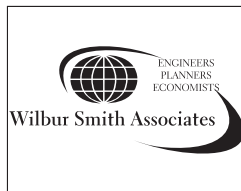




Table
Of
Contents



Charts

Chapter 5: Current System Performance

Chart 5-1 Airports Meeting Minimum Facility Standards - ARC Objectives5-3

Chart 5-2 Airports Meeting Minimum Facility Standards - Runway Length5-4

Chart 5-3 Airports Meeting Minimum Facility Standards - Runway Width5-5

Chart 5-4 Airports Meeting Minimum Facility Standards - Taxiway Type5-6

Chart 5-5 Airports Meeting Minimum Facility Standards - NAVAIDS5-7

Chart 5-6 Airports Meeting Minimum Facility Standards - Approach5-8

Chart 5-7 Airports Meeting Minimum Facility Standards - Lighting5-9

Chart 5-8 Airports Meeting Minimum Facility Standards - Weather5-10

Chart 5-9 Airports Meeting Minimum Facility Standards - Hangar Storage5-11

Chart 5-10 Airports Meeting Minimum Facility Standards - Aircraft Parking5-12

Chart 5-11 Airport Meeting Minimum Facility Standards - Auto Parking5-13

Chart 5-12 Airports Meeting Minimum Facility Standards - Terminal/Admin5-14

Chart 5-13 Airports Meeting Minimum Facility Standards - Ground Comm.5-15

Chart 5-14 Airports Meeting Minimum Facility Standards - Fuel5-16

Chart 5-15 Airports Meeting Minimum Facility Standards - Maintenance5-17

Chart 5-16 Airports Meeting Minimum Facility Standards - FBO5-18

Chart 5-17 Airports Meeting Minimum Facility Standards - Rental/Loaner Coar.....5-19

Chart 5-18 Airports Meeting FAA Operational Capacity Guidelines5-20

Chart 5-19 Airports with Adequate PCI Ratings (Primary Runway Only)5-21

Chart 5-20 Airport Meeting FAA Runway Safety Area Guidelines (Primary Runway Only)5-22

Chart 5-21 Airports Meeting Height/Hazard Zoning5-23

Chart 5-22 Percent of System Airports with Jet Fuel.....5-28

Chart 5-23 Percent of System Airports Supporting Aircraft Maintenance5-29

Chart 5-24 Percent of System Airports with Adequate Surface Access to Airports5-34

Chapter 7: Future System Performance

Chart 7-1 Physical Benchmarks - Current and Future Performance (Systemwide)7-2

Chart 7-2 Economic Support Benchmarks - Current and Future Performance (Systemwide)7-16

Chart 7-3 Economic Support Benchmarks - Current and Future Performance (Systemwide)7-16

Chart 7-4 Accessibility Benchmarks - Current and Future Performance (Systemwide)7-18

Chapter 1: Goals and Objectives

Plan Purpose and Need

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. By updating its State Airport System Plan, the airport system can be analyzed to determine the impact of historic, current, and pending changes in the aviation industry. Updating Missouri's Airport System Plan provides the Missouri Department of Transportation-Aviation Section an opportunity to stay abreast of industry changes and to determine how Missouri's airports should be positioned to respond to future needs and challenges. Additionally, the State Airport System Plan Update provides an opportunity to determine how the most recent Federal Aviation Administration (FAA) planning guidelines impact system airports.

The Missouri State Airport System Plan provides input for Federal planning documents. The FAA's National Plan of Integrated Airport Systems (NPIAS) is updated every two years. The FAA draws money for eligible airport development projects from the Airport Improvement Program (AIP), and airports must be included in the NPIAS for their projects to be eligible for AIP funding. Recommendations from the Missouri State Airport System Plan will be utilized in both the NPIAS and individual master plans that are developed for system airports.

The Missouri State Airport System Plan (SASP) serves as a blueprint for the development of Missouri's public use general aviation airport system. The Missouri State Airport System Plan is a top down planning study whose recommendations must be implemented from the bottom up. While the analysis contained within the System Plan is completed at a macro planning level, individual airport recommendations that flow from this study are important for guiding airport development throughout Missouri. Major facility improvements that are identified in this plan must be substantiated and incorporated into an approved airport-specific master plan before they can be funded and implemented. In some instances, projects would also be subject to comprehensive environmental review and approval.

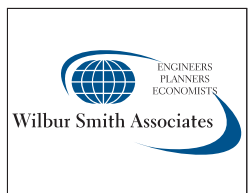
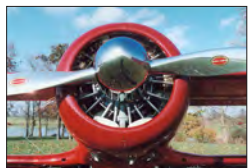
Missouri's SASP will also serve a role in the State's Long-Range Transportation Direction (LRTD). The LRTD examines all of the State's transportation needs and sets the direction for making transportation investments for all modes of transportation, including aviation. Needs identified in the SASP will be incorporated into the LRTD. In addition, the SASP's efforts will help to guide future investment decisions in Missouri's aviation system.

Plan Elements

In addition to the System Plan, which focuses primarily on the general aviation airports in Missouri's system, several other elements are being conducted in conjunction with the System Plan. A pilot program for *Airport Pavement Conditions* is included to evaluate the effectiveness and viability of Missouri's airport pavements. The pilot program includes five airports for which an analysis of their pavement conditions is conducted. With the conditions documented, a pavement management program can be developed so as to most effectively preserve the life of the State's airport pavements. An *Economic Benefit Study* is also included as part of the effort. The Economic Benefit Study determines the contributions that airports make to the local and state economy through the provision of aviation services. The study will quantify the economic benefits of each of Missouri's system airports (not including Kansas City International and Lambert-St. Louis International) to show the importance of airports to the State's economy. A *Capital Improvement Plan (CIP) Update* is another important output of the System Plan. In addition to projects identified as necessary to meet System Plan recommendations, the CIP update will also address airport-specific projects that are needed to depict the total aviation needs of Missouri's airports. Data collected as part of the System Plan, CIP Update, and pavement management plan will be incorporated into the existing *Airport Information Management System (AIMS)* program maintained by the Aviation Section. Finally, a *Public Outreach and Input* program is being conducted to gain consensus on Missouri's recommended aviation system. Regional meetings, use of Internet services, media plan, and coordination with local and regional agencies are being used to ensure an effective public dialogue is maintained throughout the study.

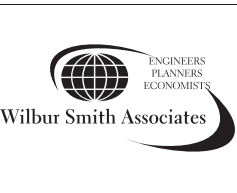


Chapter 1: Goals and Objectives





Chapter 1: Goals and Objectives



The plan elements of the Missouri State Airport System Plan are depicted graphically in **Exhibit 1-1**. As shown, there are direct links between the various elements that feed into the overall plan.

Exhibit 1-1
System Plan Elements



Overview

The Missouri State Airport System Plan update is being conducted in a series of separated, but related, technical steps. The first step in the analysis of the airport system's needs is to establish system goals, then translate them into performance measures. System performance measures are subsequently used to evaluate the adequacy of Missouri's airport system. To facilitate the evaluation process, benchmarks specific to each performance measure are employed to provide the foundation for a "report card" that will ultimately be used in the System Plan Update to determine how well the Missouri airport system is performing. The performance measures are reflective of the categories in which the Missouri airport system will be evaluated, while the benchmarks are the actual tests that will be used in each category to determine the system's adequacies, deficiencies, and potential surpluses.

The remainder of this chapter is devoted to describing system goals, performance measures, and benchmarks for the Missouri State Airport System Plan.

Plan Goal

The goal of the Missouri State Airport System Plan is to build consensus among public policy makers and airport representatives to assist in implementation of the SASP's recommendations. This goal requires that the process used to develop the SASP includes input from a variety of sources. The process brings together representatives of airports and other public agencies to work with the Missouri Department of Transportation and the consultant team to ensure that a comprehensive evaluation of the airport system is conducted. States, as well as individual communities within those states, continue to recognize the importance of an airport system to their statewide and local economic and transportation infrastructures, and to that end, development of a SASP that can be supported on all levels is the primary goal.

Objectives

With a goal for the plan established, objectives that can be used to measure the system's performance must be developed. Objectives provide a means for meeting the goal of the plan through evaluation of the plan's effectiveness. Three objectives were established at the outset of the study:

- ☐ Provide aviation facilities to meet the needs of the State
- ☐ Promote an airport system that supports Missouri's economy
- ☐ Promote development of an airport system that provides access to the State's population

As part of the system planning process, these three objectives were translated into performance measures. As previously noted, the system performance measures are the categories that will be used subsequently in the System Plan Update to evaluate the system's adequacy, deficiencies, and/or potential surpluses, as well as to evaluate airport roles. Benchmarks are used to clarify and define the meaning of the objectives and to provide a method for measuring how well the objectives are being addressed in the aviation system. The use of benchmarks also provides a process that allows for the evaluation of alternative development scenarios showing the costs and benefits associated with meeting the objectives set for the study. For the Missouri SASP, the following performance measures are considered:

- ❑ Physical
- ❑ Economic
- ❑ Accessibility

Each of these three performance measures, as well as benchmarks, is discussed in the following sections.

Physical

An important goal of any aviation system is to provide physical facilities to meet the needs of the users. The mission of airports is to provide quick, convenient, and safe transportation of people and goods. An adequate airport system needs certain facilities to process the movement and storage of aircraft and to meet the needs of the people who use airports.

Physical performance of the aviation system is determined by examining the ability of the airports to meet at least minimum standards. Minimum standards can be defined in terms of facilities and services and will be defined separately for the various airport functional levels and associated airport roles that are identified for the Missouri aviation system. Providing a system of airports that can serve varying types and volumes of aviation demand is an important evaluation factor in determining the performance of the system.

The measurements that will be examined related to physical performance of the system include the following:

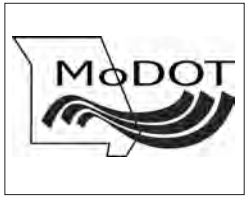
- ❑ Airports meeting minimum facility standards
- ❑ Airports meeting FAA operational capacity guidelines
- ❑ Airports with adequate PCI ratings
- ❑ Airports meeting FAA runway safety standards
- ❑ Airports with appropriate zoning

Specific benchmarks will be established to measure the percent of system airports that meet the criteria defined for this study. These benchmarks include items such as percent of airports that meet runway length criteria, percent of airports that operate below FAA capacity guidelines, percent of system airports that have adequate primary runway conditions, percent of airports that meet the FAA's runway safety standards, and percent of airports with appropriate zoning.

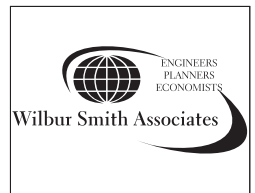
Economic

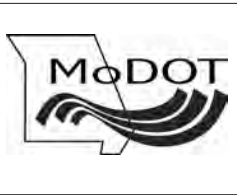
An important goal of an airport system is to support the economic growth and diversification of a state or regional economy; employers consider the existence and efficiency of air transportation facilities when expanding or developing in a given geographic area. But airports in and of themselves do not spur economic growth and diversification. In addition to adequate airport facilities, market areas must possess other characteristics that make them candidates for the retention and attraction of various economic activities.

Within the SASP, this performance measure will provide MoDOT with information that will enable them to identify those areas of the State that possess characteristics that make them potential candidates for economic growth and diversification. Development at airports that serve market areas characterized

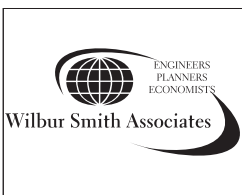


Chapter 1: Goals and Objectives





Chapter 1: Goals and Objectives



by economic factors included in this performance measure will provide a higher potential for economic return from MoDOT development investment. This performance measure also enables the agency to determine if airport facilities at each system airport are adequately matched to the economic characteristics of the market area that the airport serves.

Economic measurements that will be examined as part of the evaluation process include the following:

- ☐ Airports to serve economic/trade centers
- ☐ Airport services to meet business user needs

Specific benchmarks will be established to measure items such as 30-minute airport service areas that have the highest rates of historic and projected employment growth, percent of airports with business-level facilities to serve identified economic/trade centers, and 30-minute airport service areas to serve businesses with cargo needs.

Accessibility

Providing adequate access is an important goal for the State's airport system. Accessibility to an airport can be defined in terms of access from the ground and from the air. Air access relates to a number of factors, including the ability to access airports during all weather conditions, as well as the location of airports to accommodate air emergencies. Ground access is usually defined in terms of the time it takes for an aviation user to reach an airport. Airports must be accessible via the road network and must be located in proximity to the users. The FAA, through the National Plan of Integrated Airport Systems (NPIAS), has established guidelines that can be used to evaluate the location of airports. These guidelines, along with input provided by members of the Planning Advisory Team (PAT), will be considered in the analysis of the access needs for the Missouri airport system. Intermodal access is also an important consideration in the evaluation of the airports' abilities to meet the access needs of the users.

Specific measurements that will be analyzed for the Missouri airport system in terms of accessibility include the following:

- ☐ Airports serving population centers
- ☐ Airports accommodating medical flights
- ☐ All-weather coverage to airports throughout the State
- ☐ Adequate surface access to airports
- ☐ Airports serving agricultural needs
- ☐ Airports to provide emergency access

Specific benchmarks will be established to measure items such as 30-minute airport service areas that have the highest rates of historic and projected population growth, 30-minute airport service areas to serve medical needs, percent of the State that is within 30 minutes of a system airport that has at least a non-precision approach, percent of system airports with adequate surface access, percent of system airports serving agricultural needs, and percent of system airports providing emergency access to locations near nuclear facilities, floodplains, and fault lines.

Summary

These performance measures and benchmarks will be used to evaluate the adequacy of the Missouri airport system and will be used to provide a report. This report card will reveal current system adequacies, deficiencies, and surpluses. As later portions of the Missouri State Airport System Plan analyses are undertaken, the results of the system evaluation will be used to formulate system recommendations.

Chapter 2: Inventory

The Missouri State Airport System Plan (MoSASP) inventory chapter was developed utilizing various sources to create the airport database. An effective database provides the basis for determining the existing and future aviation needs for the State of Missouri. Improvements and new projects required to fulfill those future needs are measured through a comprehensive set of statistics. Therefore, it is necessary to sort through a variety of data and extract the relative facts that directly and indirectly impact aviation in Missouri. The extracted data can then be utilized to compile each of the different elements in the MoSASP.

The MoSASP data is segregated into four categories. The data categories are as follows:

- ☐ Socioeconomic
- ☐ Environment and Land Use
- ☐ Surface Transportation
- ☐ Aviation

Sources that have been used in the data collection effort include the Federal Aviation Administration (FAA), the Missouri Department of Transportation (MoDOT), the U.S. Census Bureau, Missouri Division of Budget and Planning, airport master plans, FAA 5010 inspection records, FAA airport data sheets, airport/facility directory, U.S. terminal procedures, Missouri 2002-2003 Airport Directory and Travel Guide, and other published reports. Another significant source of information includes survey questionnaires submitted to airport sponsors. Specific sources are identified with each data table presented in this chapter. **It should be noted that data collection began in 2003 and updates to data were allowed until June 2004.**

The following sub-sections are presented to summarize the general findings of the MoSASP inventory effort.

Socioeconomic

Population trends, employment characteristics, and personal income levels are generally referred to as socioeconomic factors. These factors have significant impact on aviation as many facets of aviation are driven by the economic situation at a given time. An improved economic situation, both at the personal and business level, is directly related to increased aviation usage. A stagnant or declining economic picture will tend to result in less air travel and system usage. Increased usage creates the need for improvements to existing facilities and the consideration of new facilities to meet the demand. Decreased demand observably has the reverse effect. While the correlation between socioeconomic issues and aviation may not always be directly proportional, it is an important driving element. Each of the key socioeconomic factors is discussed in detail in the subsequent sections.

Population

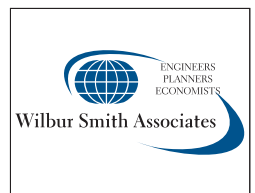
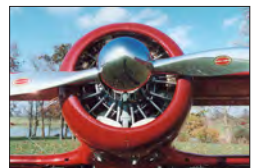
Between 1990 and 2000, Missouri added 478,138 new residents, as its population grew 9.3 percent to 5,595,211 people. This modest pace of growth doubled rates posted in the 1970s and 1980s and placed Missouri's growth in the middle rank of states. A summary of the population in the state of Missouri is shown in **Table 2-1**. **Exhibit 2-1** depicts the range of growth experienced in the counties from 1980 to 2000.

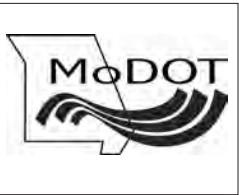
Growth has been well distributed around the State. Many rural areas gained ground during the 1990s, as rural growth outpaced that of the State as a whole. These areas grew by 10.7 percent in the decade, gaining 174,208 additional people—about four times their 41,000-person growth of the 1980s. In that decade, 51 of Missouri's 93 rural counties lost population; in the 1990s only 17 did.

Missouri's four smaller metropolitan areas emerged as some of the fastest-growing regions in the State. As a group, the St. Joseph, Joplin, Columbia, and Springfield metropolitan areas grew at twice the State's overall population growth rate by growing 18.3 percent during the 1990s, and adding a total of 111,637 new residents. During the decade the four smaller metros also added 107,000 jobs as they

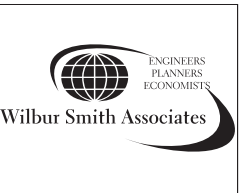


Chapter 2: Inventory





Chapter 2: Inventory



expanded their combined job base by 28.8 percent—significantly faster than the combined Missouri-side growth of the Kansas City and St. Louis metro areas.

Growth dispersed far beyond the major metropolitan areas in the decade. Approximately 60 percent of the State's population growth in the 1990s took place outside the Kansas City and St. Louis regions, often in the smaller cities.

Population and job growth also moved beyond the smaller metro areas and towns into the unincorporated areas of the State. In fact, residency in unincorporated areas grew faster than residence within cities and towns. Overall, the population living in unincorporated areas grew by 12.3 percent in the 1990s—a rate 50 percent faster than the 8.1 percent growth of towns and cities.

Table 2-1
Missouri Historical Population 1980-2000

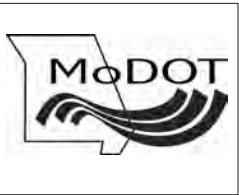
County	1980	1990	2000	County	1980	1990	2000
Adair	24,870	24,577	24,977	Linn	15,495	13,885	13,754
Andrew	13,980	14,632	16,492	Livingston	15,739	14,592	14,558
Atchison	8,605	7,457	6,430	McDonald	14,917	16,938	21,681
Audrain	26,458	23,599	25,853	Macon	16,313	15,345	15,762
Barry	24,408	27,547	34,010	Madison	10,725	11,127	11,800
Barton	11,292	11,312	12,541	Maries	7,551	7,976	8,903
Bates	15,873	15,025	16,653	Marion	28,638	27,682	28,289
Benton	12,183	13,859	17,180	Mercer	4,685	3,723	3,757
Bollinger	10,301	10,619	12,029	Miller	18,539	20,700	23,564
Boone	100,376	112,379	135,454	Mississippi	15,726	14,442	13,427
Buchanan	87,888	83,083	85,998	Moniteau	12,068	12,298	14,827
Butler	37,693	38,765	40,867	Monroe	9,716	9,104	9,311
Caldwell	8,660	8,380	8,969	Montgomery	11,537	11,355	12,136
Callaway	32,252	32,809	40,766	Morgan	13,807	15,574	19,309
Camden	20,017	27,495	37,051	New Madrid	22,945	20,928	19,760
Cape Girardeau	58,837	61,633	68,693	Newton	40,555	44,445	52,636
Carroll	12,131	10,748	10,285	Nodaway	21,996	21,709	21,912
Carter	5,428	5,515	5,941	Oregon	10,238	9,470	10,344
Cass	51,029	63,808	82,092	Osage	12,014	12,018	13,062
Cedar	11,894	12,093	13,733	Ozark	7,961	8,598	9,542
Chariton	10,489	9,202	8,438	Pemiscot	24,987	21,921	20,047
Christian	22,402	32,644	54,285	Perry	16,784	16,648	18,132
Clark	8,493	7,547	7,416	Pettis	36,378	35,437	39,403
Clay	136,488	153,411	184,006	Phelps	33,633	35,248	39,825
Clinton	15,916	16,595	18,979	Pike	17,568	15,969	18,351
Cole	56,663	63,579	71,397	Platte	46,341	57,867	73,781
Cooper	14,643	14,835	16,670	Polk	18,822	21,826	26,992
Crawford	18,300	19,173	22,804	Pulaski	42,011	41,307	41,165
Dade	7,383	7,449	7,923	Putnam	6,092	5,079	5,223
Dallas	12,096	12,646	15,661	Ralls	8,984	8,476	9,626
Daviess	8,905	7,865	8,016	Randolph	25,460	24,370	24,663
DeKalb	8,222	9,967	11,597	Ray	21,378	21,971	23,354
Dent	14,517	13,702	14,927	Reynolds	7,230	6,661	6,689
Douglas	11,594	11,876	13,084	Ripley	12,458	12,303	13,509
Dunklin	36,324	33,112	33,155	St. Charles	144,107	212,907	283,883
Franklin	71,233	80,603	93,807	St. Clair	8,622	8,457	9,652
Gasconade	13,181	14,006	15,342	Ste. Genevieve	15,180	16,037	17,842
Gentry	7,887	6,848	6,861	St. Francois	42,600	48,904	55,641
Greene	185,302	207,949	240,391	St. Louis	974,180	993,529	1,016,315
Grundy	11,959	10,536	10,432	Saline	24,913	23,523	23,756
Harrison	9,890	8,469	8,850	Schuyler	4,979	4,236	4,170
Henry	19,672	20,044	21,997	Scotland	5,415	4,822	4,983
Hickory	6,367	7,335	8,940	Scott	39,647	39,376	40,422
Holt	6,882	6,034	5,351	Shannon	7,885	7,613	8,324
Howard	10,008	9,631	10,212	Shelby	7,826	6,942	6,799
Howell	28,807	31,447	37,238	Stoddard	29,009	28,895	29,705
Iron	11,084	10,726	10,697	Stone	15,587	19,078	28,658
Jackson	629,266	633,232	654,880	Sullivan	7,434	6,326	7,219
Jasper	86,958	90,465	104,686	Taney	20,467	25,561	39,703
Jefferson	146,183	171,380	198,099	Texas	21,070	21,476	23,003
Johnson	39,059	42,514	48,258	Vernon	19,806	19,041	20,454
Knox	5,508	4,482	4,361	Warren	14,900	19,534	24,525
Laclede	24,323	27,158	32,513	Washington	17,983	20,380	23,344
Lafayette	29,931	31,107	32,960	Wayne	11,277	11,543	13,259
Lawrence	28,973	30,236	35,204	Webster	20,414	23,753	31,045
Lewis	10,901	10,233	10,494	Worth	3,008	2,440	2,382
Lincoln	22,193	28,892	38,944	Wright	16,188	16,758	17,955
Missouri Total	4,916,766	5,117,073	5,595,211				

Source: US Census Bureau



Chapter 2: Inventory





Chapter 2: Inventory

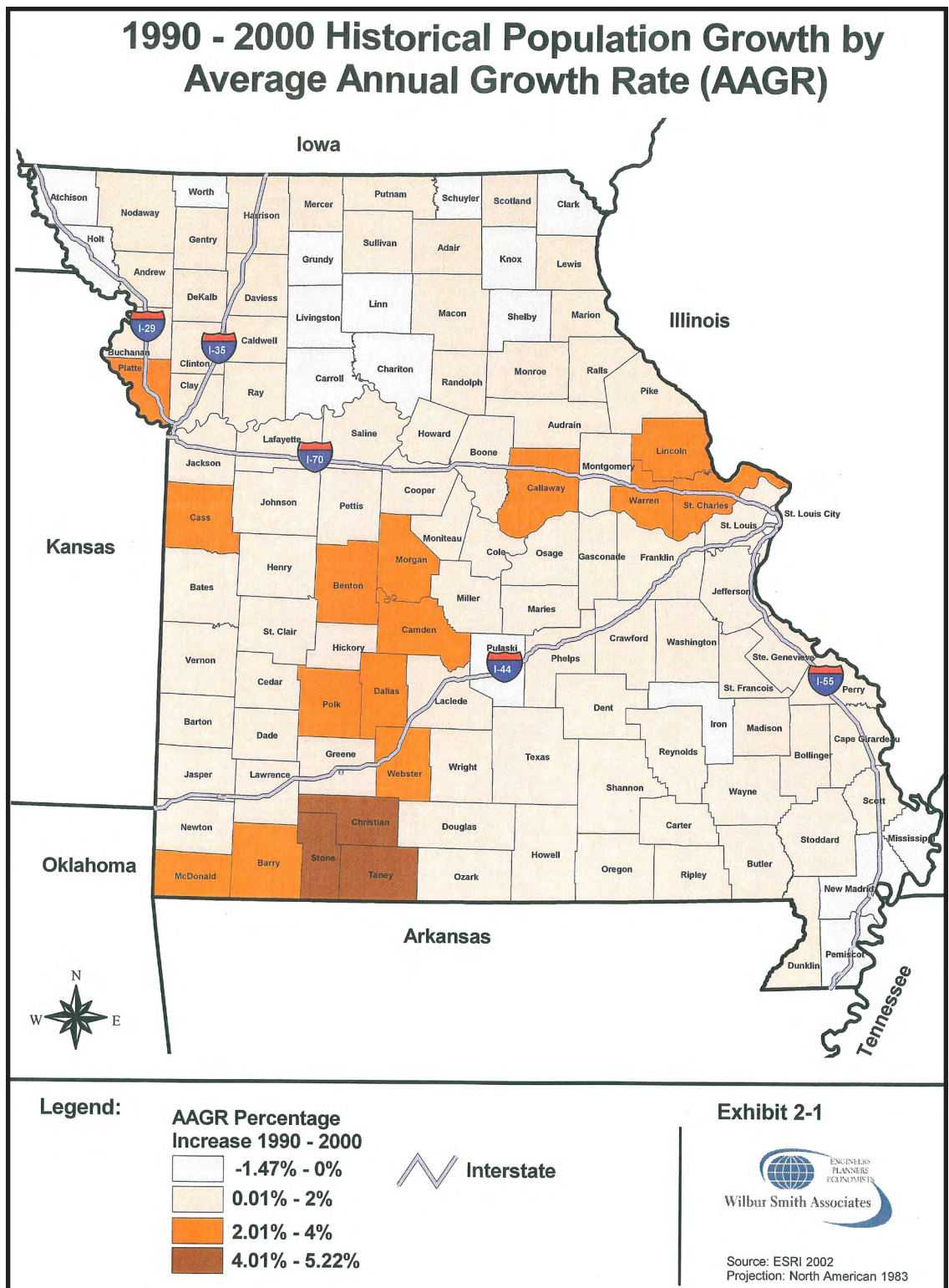
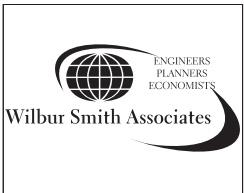
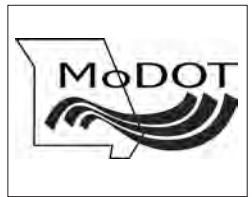


Table 2-2 illustrates the forecast population for the State of Missouri. Population projections developed by the State of Missouri—Division of Budget and Planning, indicate slower growth rates (3.8 to 4.6 percent per decade) in the next two decades. The pattern of growth however, is likely to be similar to that of the 1990s—most growth in the smaller metropolitan areas and in the unincorporated areas. **Exhibit 2-2** depicts the ranges of population growth for Missouri's counties over the 20-year projection period. The density of the projected population is depicted in **Exhibit 2-3**.



Chapter 2: Inventory





Chapter 2: Inventory

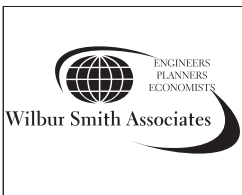


Table 2-2
Missouri Forecast of Population 2000-2020

County	2000	2005	2010	2015	2020	County	2000	2005	2010	2015	2020
Adair	24,977	23,694	23,287	22,888	22,495	Linn	13,794	14,140	14,354	14,568	14,757
Andrew	16,492	16,065	16,468	16,825	17,117	Livingston	14,588	14,308	14,191	14,076	13,950
Atchison	6,430	6,556	6,277	6,017	5,777	McDonald	21,681	22,212	24,037	25,873	27,675
Audrain	25,853	24,374	24,516	24,689	24,885	Macon	15,762	15,068	15,018	14,932	14,839
Barry	34,010	38,205	41,461	44,620	47,688	Madison	11,800	11,964	12,340	12,668	12,919
Barton	12,541	12,565	13,013	13,452	13,893	Maries	8,903	8,634	8,849	9,065	9,239
Bates	16,653	16,466	16,964	17,417	17,783	Marion	28,289	28,122	28,402	28,736	29,097
Benton	17,180	18,671	19,905	20,849	21,458	Mercer	3,757	4,437	4,622	4,770	4,918
Bollinger	12,029	12,392	12,969	13,522	14,024	Miller	23,564	24,648	26,068	27,412	28,651
Boone	135,454	143,241	153,210	163,052	172,590	Mississippi	13,427	12,641	12,095	11,563	11,036
Buchanan	85,998	82,108	81,406	80,988	80,722	Moniteau	14,827	14,907	15,483	16,047	16,550
Butler	40,867	41,912	42,615	43,206	43,635	Monroe	9,311	8,836	8,858	8,895	8,910
Caldwell	8,969	8,945	9,176	9,424	9,640	Montgomery	12,136	12,269	12,592	12,876	13,095
Callaway	40,766	40,525	42,628	44,606	46,430	Morgan	19,309	20,235	21,572	22,712	23,647
Camden	37,051	38,626	41,643	44,065	45,877	New Madrid	19,760	20,309	20,088	19,835	19,602
Cape Girardeau	68,693	69,811	71,936	73,949	75,763	Newton	52,636	52,028	54,451	56,864	59,153
Carroll	10,285	9,659	9,346	9,054	8,779	Nodaway	21,912	20,118	19,512	18,966	18,477
Carter	5,941	7,080	7,576	8,009	8,371	Oregon	10,344	10,692	10,925	11,119	11,314
Cass	82,092	91,588	99,954	107,826	114,925	Osage	13,062	12,900	13,148	13,388	13,580
Cedar	13,733	14,071	14,625	15,112	15,508	Ozark	9,542	10,678	11,138	11,463	11,685
Chariton	8,438	8,335	8,155	7,997	7,809	Pemiscot	20,047	21,411	21,320	21,310	21,408
Christian	54,285	62,089	71,652	80,903	89,780	Perry	18,132	18,310	18,787	19,223	19,590
Clark	7,416	7,489	7,521	7,548	7,550	Pettis	39,403	38,537	39,454	40,407	41,331
Clay	184,006	190,812	201,073	210,718	219,626	Phelps	39,825	40,549	41,763	42,643	43,105
Clinton	18,979	20,315	21,470	22,512	23,376	Pike	18,351	16,809	16,829	16,783	16,677
Cole	71,397	72,123	74,082	75,837	77,285	Platte	73,781	80,033	86,386	92,379	98,014
Cooper	16,670	17,112	17,585	18,076	18,539	Polk	26,992	28,964	31,101	33,096	34,934
Crawford	22,804	25,081	26,864	28,479	29,943	Pulaski	41,168	41,004	39,561	38,236	36,999
Dade	7,923	8,558	8,890	9,191	9,452	Putnam	5,223	4,882	4,777	4,677	4,590
Dallas	15,661	18,048	19,797	21,534	23,254	Ralls	9,626	9,279	9,520	9,722	9,870
Daviess	8,016	7,962	8,048	8,136	8,224	Randolph	24,663	23,760	23,636	23,489	23,335
DeKalb	11,597	13,678	14,008	14,324	14,597	Ray	23,354	24,012	24,868	25,725	26,499
Dent	14,927	14,454	14,610	14,673	14,655	Reynolds	6,689	6,708	6,660	6,588	6,502
Douglas	13,084	12,687	12,931	13,145	13,313	Ripley	13,509	15,670	16,787	17,869	18,887
Dunklin	33,155	32,496	32,192	31,966	31,841	St. Charles	283,883	315,618	348,587	381,032	411,984
Franklin	93,807	100,937	107,200	113,067	118,279	St. Clair	9,682	9,590	9,909	10,156	10,319
Gasconade	15,342	15,634	16,264	16,911	17,491	Ste. Genevieve	17,842	17,977	18,591	19,153	19,610
Gentry	6,861	6,930	7,030	7,139	7,240	St. Francois	55,641	59,831	62,753	65,324	67,530
Greene	240,391	242,902	250,561	257,152	262,564	St. Louis	1,016,315	996,268	986,265	977,159	969,774
Grundy	10,432	10,029	9,857	9,690	9,527	Saline	23,756	22,219	21,958	21,758	21,584
Harrison	8,850	8,147	8,078	7,995	7,888	Schuyler	4,170	4,574	4,671	4,780	4,889
Henry	21,997	22,221	22,777	23,231	23,484	Scotland	4,983	4,784	4,762	4,755	4,756
Hickory	8,940	9,775	10,304	10,670	10,899	Scott	40,422	41,183	41,538	41,884	42,186
Holt	5,351	5,268	5,104	4,974	4,855	Shannon	8,324	8,700	9,019	9,306	9,546
Howard	10,212	9,738	9,790	9,865	9,934	Shelby	6,799	6,708	6,678	6,680	6,683
Howell	37,238	39,735	42,254	44,561	46,692	Stoddard	29,705	29,004	28,728	28,376	27,927
Iron	10,697	11,318	11,540	11,675	11,751	Stone	28,658	34,708	38,992	42,820	46,318
Jackson	654,880	656,227	660,763	665,654	670,248	Sullivan	7,219	6,882	7,046	7,196	7,350
Jasper	104,686	106,416	111,390	116,129	120,613	Taney	39,703	42,450	47,079	51,235	54,799
Jefferson	198,099	214,120	227,729	240,738	252,463	Texas	23,003	25,078	25,754	26,339	26,835
Johnson	48,258	51,960	54,796	57,580	60,210	Vernon	20,454	19,709	20,001	20,276	20,527
Knox	4,361	4,231	4,161	4,108	4,052	Warren	24,525	28,043	30,864	33,656	36,273
Laclede	32,513	33,310	35,334	37,256	39,014	Washington	23,344	24,486	25,611	26,601	27,448
Lafayette	32,960	34,042	35,114	36,228	37,291	Wayne	13,259	14,182	14,883	15,486	15,986
Lawrence	35,204	35,523	37,345	39,111	40,816	Webster	31,045	33,066	36,109	38,993	41,664
Lewis	10,494	9,958	9,849	9,752	9,666	Worth	2,382	2,245	2,194	2,137	2,079
Lincoln	38,944	41,650	46,235	50,838	55,260	Wright	17,955	22,306	24,108	25,767	27,273
Missouri Total	5,595,211	5,662,658	5,808,393	5,948,143	6,076,924						

Source: Missouri State Government-Office of Administration / Division of Budget and Planning

2020 Population Projection by Average Annual Growth Rate (AAGR)



Chapter 2: Inventory

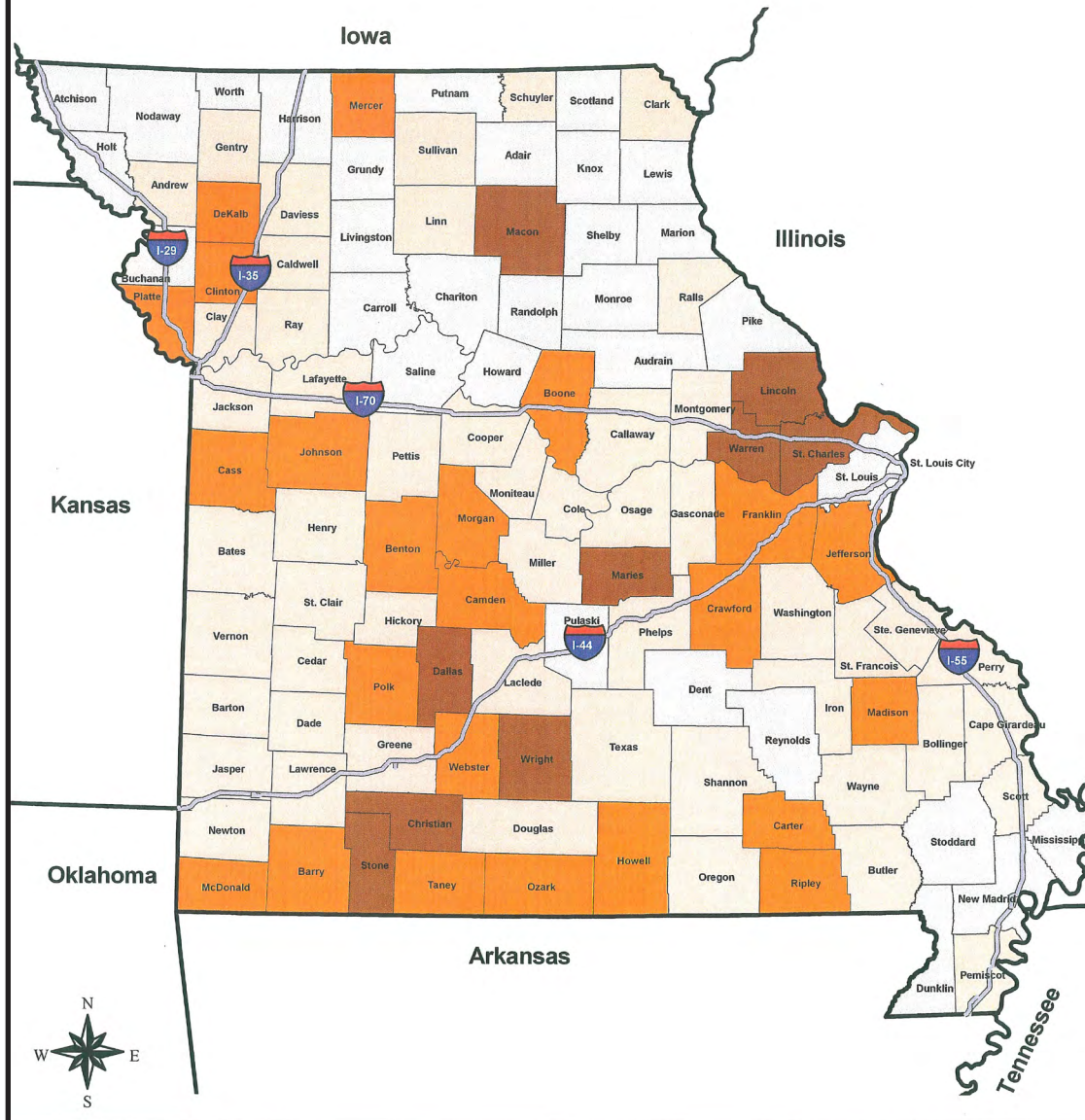
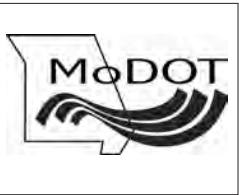


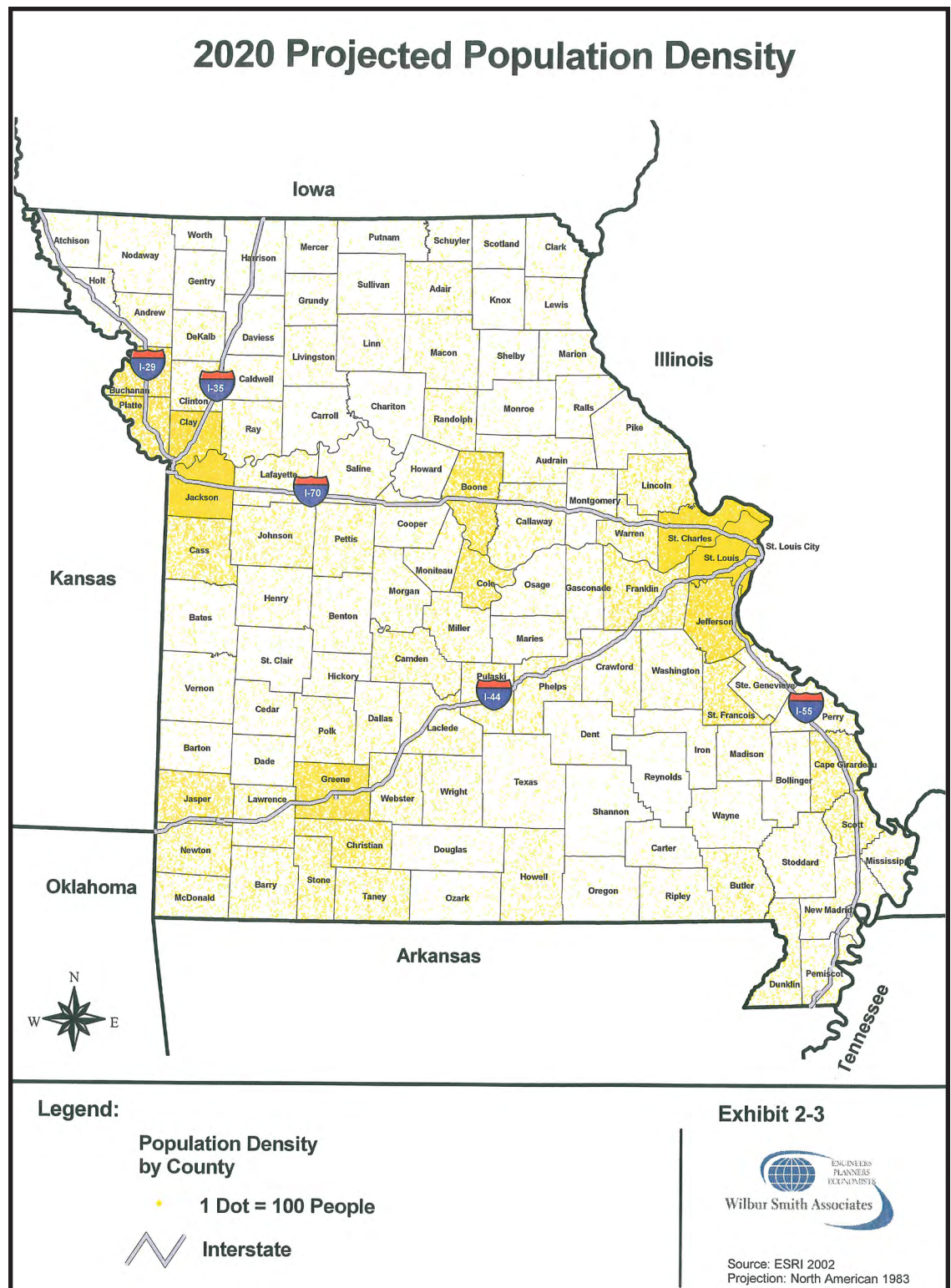
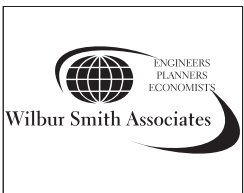
Exhibit 2-2



Source: ESRI 2002
Projection: North American 1983



Chapter 2: Inventory



Employment

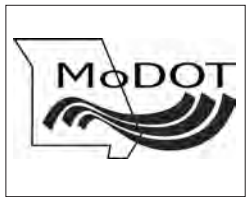
Table 2-3 illustrates the growth in employment for Missouri during the past 20 years. **Exhibit 2-4** depicts this growth by county for the period 1980 to 2000. Employment grew in the 1990s—by 521,637 new jobs, or 17.4 percent. The four smaller metro areas added 107,000 jobs as they expanded their combined job base by 28.8 percent—significantly faster than the combined Missouri-side growth of the Kansas City and St. Louis metro areas. As the nation's economy faltered, however, Missouri shed 55,000 jobs between July 2001 and July 2002, losing about 10 percent of the positions it had gained in the previous decade (Source: Center for Economic Information, University of Missouri-Kansas City).

In the 1990s, the pace of rural job growth exceeded statewide growth. Exceptions to the trend were the northern agricultural counties and the boot heel, which continued to struggle. Employment in services and wholesale/retail trade has grown rapidly and consistently in the State of Missouri since 1970. Employment in agriculture, mining, and manufacturing decreased in the same period. Other sectors have experienced moderate growth. Since 1990, real wages in Missouri have been flat in all sectors with the exception of construction and transportation/public utilities.

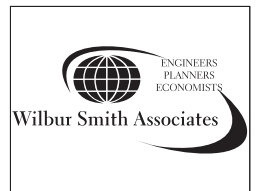
For the State as a whole, employment grew by 2.0 percent per year from 1990 to 1995. By far the most impressive employment growth occurred in Taney County, where employment more than doubled during this five year period as a result of the growth of the Branson area. All Missouri counties in the Kansas City MSA had either high or moderate growth. All Missouri counties in the St. Louis MSA had either moderate or low growth. The counties which contain the cities of Columbia, Jefferson City, and Joplin experienced moderate growth. The counties in the St. Joseph MSA experienced low growth.

Between 1970 and 1995, non-farm job growth in the State of Missouri totaled approximately 852,000, according to the Current Employment Statistics (CES) series of the Bureau of Labor Statistics (BLS). Job growth in services (425,000) and wholesale/retail trade (227,000) during the same period was roughly 76 percent of total job growth (Source: Center for Economic Information, University of Missouri-Kansas City).

The metro areas of St. Louis and Kansas City have different patterns of job growth. Although the St. Louis MSA had 75 percent more jobs than the Kansas City MSA in 1970, there was slightly more job growth in the Kansas City MSA (345,000) than in the St. Louis MSA (338,000) during the period 1970 to 1995. Much of the Kansas City MSA growth occurred on the Kansas side of the state line. As was true for the State of Missouri, job growth in these two metro areas was dominated by the service and wholesale/retail trade sectors. These two sectors account for 73 percent of the job growth in the St. Louis MSA and 71 percent of the job growth in the Kansas City MSA.



Chapter 2: Inventory





Chapter 2: Inventory



Table 2-3
Missouri Historical Employment

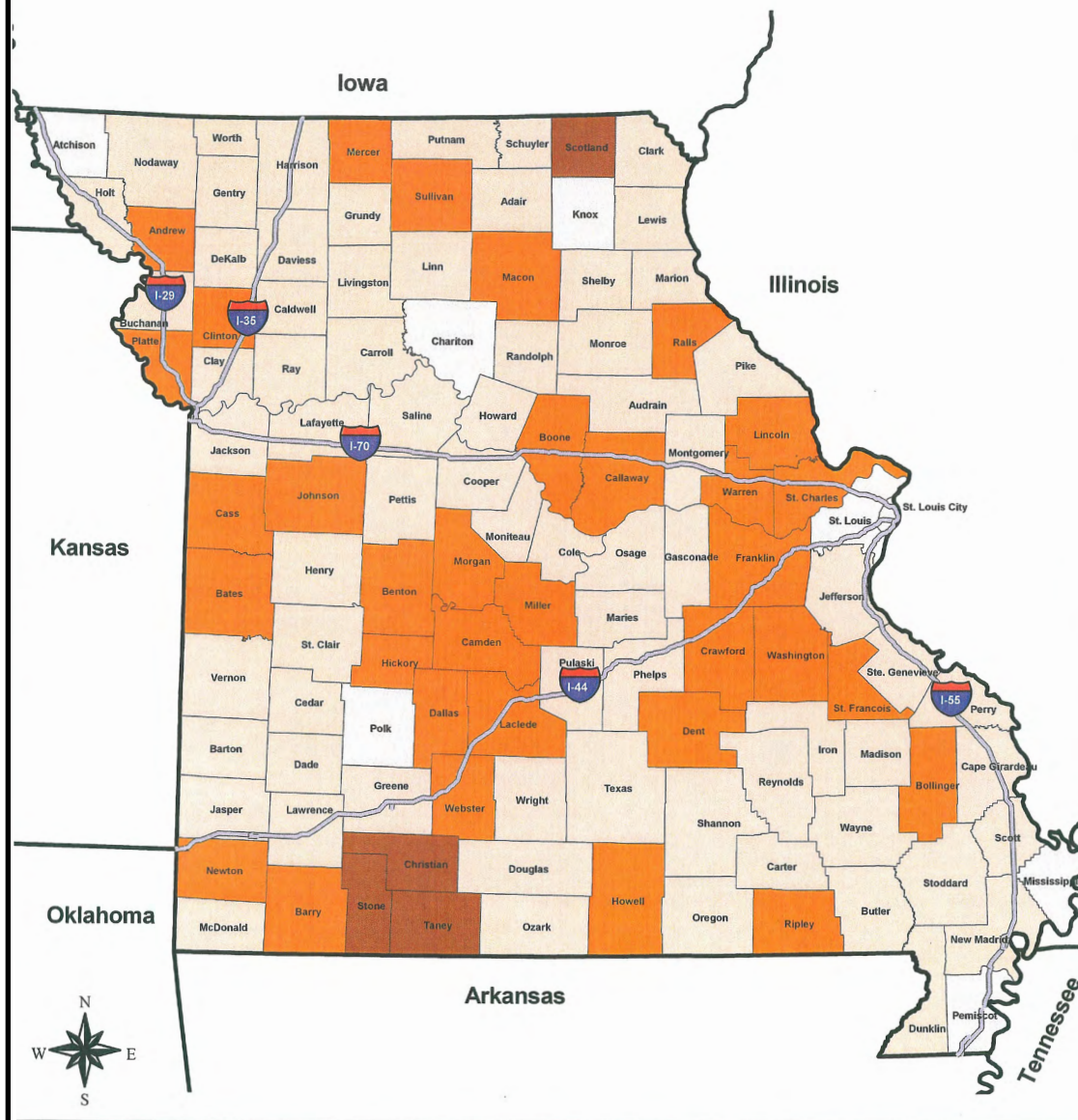
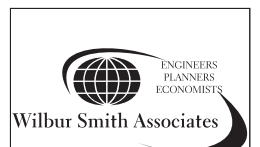
County	1980	1990	2000	County	1980	1990	2000
Adair	10,802	11,011	12,126	Linn	6,274	5,708	6,269
Andrew	5,531	6,645	8,153	Livingston	6,429	6,163	6,615
Atchison	3,485	3,258	3,025	McDonald	5,587	6,932	9,757
Audrain	11,308	10,332	11,463	Macon	6,412	6,370	7,465
Barry	9,144	11,640	14,836	Madison	3,613	4,154	4,852
Barton	4,401	5,057	5,882	Maries	2,914	3,418	4,126
Bates	6,175	5,939	7,386	Marion	11,657	11,999	12,884
Benton	3,989	4,831	6,613	Mercer	1,826	1,364	1,757
Bollinger	3,417	4,151	5,323	Miller	6,930	8,871	10,926
Boone	51,000	58,017	72,978	Mississippi	5,228	5,429	5,395
Buchanan	36,635	35,952	39,031	Moniteau	4,843	5,678	6,747
Butler	13,351	15,285	16,803	Monroe	3,970	3,812	4,286
Caldwell	3,338	3,354	4,057	Montgomery	4,272	4,803	5,519
Callaway	14,205	15,556	19,719	Morgan	5,056	6,435	8,202
Camden	7,569	11,544	16,339	New Madrid	7,722	7,596	8,140
Cape Girardeau	26,705	29,939	34,821	Newton	16,364	20,419	24,915
Carroll	4,618	4,206	4,647	Nodaway	9,546	10,298	11,099
Carter	1,624	1,917	2,214	Oregon	3,164	3,377	3,856
Cass	22,594	31,131	40,924	Osage	4,987	5,882	6,620
Cedar	4,163	4,655	5,323	Ozark	2,584	3,277	3,855
Chariton	4,110	4,012	3,842	Pemiscot	7,941	7,412	7,262
Christian	9,174	15,889	27,770	Perry	6,815	7,660	9,014
Clark	3,272	3,252	3,462	Pettis	15,164	15,835	18,333
Clay	68,568	81,396	98,141	Phelps	12,989	14,793	17,616
Clinton	6,387	7,428	9,092	Pike	6,927	6,869	7,650
Cole	26,246	30,764	36,120	Platte	22,724	31,998	41,276
Cooper	6,257	6,419	7,423	Polk	7,041	9,207	11,948
Crawford	6,560	7,583	9,698	Pulaski	9,003	11,288	12,950
Dade	2,804	3,086	3,427	Putnam	2,208	1,966	2,184
Dallas	4,114	4,947	6,461	Ralls	3,365	3,886	4,888
Daviess	3,342	3,059	3,575	Randolph	9,665	9,868	10,724
DeKalb	3,305	3,416	4,023	Ray	8,648	9,328	10,974
Dent	5,281	4,952	6,107	Reynolds	2,235	2,402	2,446
Douglas	4,185	4,756	5,416	Ripley	3,690	3,800	4,948
Dunklin	12,269	11,883	13,179	St. Charles	66,875	112,393	150,836
Franklin	29,256	37,568	46,027	St. Clair	3,142	3,188	3,860
Gasconade	5,460	6,288	7,068	Ste. Genevieve	6,293	7,189	8,507
Gentry	3,262	2,878	2,969	St. Francois	14,975	17,811	22,256
Greene	80,895	101,750	121,148	St. Louis	469,768	507,521	505,250
Grundy	4,949	4,420	4,726	Saline	10,587	10,528	11,351
Harrison	3,977	3,678	4,182	Schuyler	1,975	1,770	1,931
Henry	7,652	8,179	9,897	Scotland	2,125	2,035	2,315
Hickory	1,851	2,351	2,907	Scott	15,592	16,912	18,220
Holt	2,478	2,449	2,487	Shannon	2,884	3,007	3,151
Howard	4,220	4,319	4,949	Shelby	2,989	2,843	3,177
Howell	10,507	12,712	15,758	Stoddard	10,634	11,779	13,023
Iron	3,699	3,716	4,165	Stone	5,311	7,582	11,816
Jackson	295,850	309,069	315,967	Sullivan	2,910	2,616	3,285
Jasper	36,378	41,148	49,046	Taney	7,756	10,947	18,817
Jefferson	61,307	82,349	99,837	Texas	7,732	8,401	9,110
Johnson	14,533	17,708	21,815	Vernon	8,098	8,000	9,225
Knox	2,093	1,915	1,907	Warren	5,816	8,964	12,170
Laclede	9,315	11,591	14,885	Washington	5,451	6,824	8,721
Lafayette	12,886	13,851	15,977	Wayne	3,331	3,891	4,647
Lawrence	11,392	13,157	15,973	Webster	7,233	10,061	13,696
Lewis	4,421	4,491	5,075	Worth	1,070	938	1,078
Lincoln	8,427	13,072	18,600	Wright	5,765	6,543	7,370
Missouri Total	2,103,907	2,367,395	2,657,924				

Source: Missouri State Government-Office of Administration / Division of Budget and Planning

1990 - 2000 Historical Employment Growth



Chapter 2: Inventory



Legend:

AAGR Percentage Increase 1990 - 2000



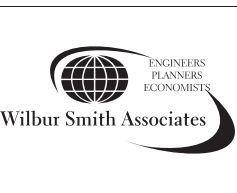
Exhibit 2-4



Source: ESRI 2002
Projection: North American 1983



Chapter 2: Inventory



Regional employment projections developed by the State of Missouri—Division of Budget and Planning, indicate a 11 percent growth rate for the State between 1998 and 2008—slower than the 17.4 percent growth rate Missouri experienced during the 1990s. **Table 2-4** shows that there are marked differences in growth rates from region to region. The Ozark region is expected to have the highest growth rate of 20.7 percent followed by the Central region and the Kansas City MSA at about 14 percent. **Exhibit 2-5** depicts the projected employment growth by region.

Table 2-4
Missouri Projected Employment by Region

	Employment		Change	
	1998	2008	1998-2008	
	Estimated	Projected	Number	Percent
Northwest Region	73,080	77,240	4,160	5.7
Northeast Region	60,790	66,810	6,020	9.9
Kansas City MSA	874,959	995,300	120,341	13.8
West Central Region	67,210	71,080	3,870	5.8
Central Region	184,940	211,940	27,000	14.6
St. Louis MSA	1,183,416	1,286,059	102,643	8.7
Southwest Region	103,330	114,580	11,250	10.9
Ozark Region	170,500	205,820	35,320	20.7
South Central Region	48,080	52,540	4,460	9.3
Southeast Region	113,610	122,390	8,780	7.7
Total	2,879,915	3,203,759	323,844	11

Source: Missouri State Government-Office of Administration / Division of Budget and Planning

Income

Table 2-5 reveals the change in median household income by county between 1989 and 1999. Benefiting from the strong population and employment growth in the 1990s, incomes rose all across the State. In fact, in the 1990s, median household incomes, adjusted for inflation, in Missouri grew 10.3 percent from \$34,393 to \$37,934 in 2000. That growth outpaced the national growth rate of 7.1 percent, but still left the State's median household income below the national average of \$41,994.

As expected, the highest median household incomes were in the St. Louis and Kansas City MSAs. In the St. Louis MSA, incomes in St. Charles and St. Louis counties exceeded \$50,000. In the Kansas City MSA, Platte, Clay, and Cass counties and Jefferson County in the St. Louis MSA registered some of the highest median household incomes.

Rural counties, particularly, those along the Missouri-Iowa border experienced some of the highest percentage increases in median household income. Incomes in these counties were, however, below \$30,000 in 2000. Some of the poorest counties in the Southcentral and Southeast region had median household incomes between \$20,000 and \$25,000 in 1999.

Missouri Projected Employment by Region



Chapter 2: Inventory

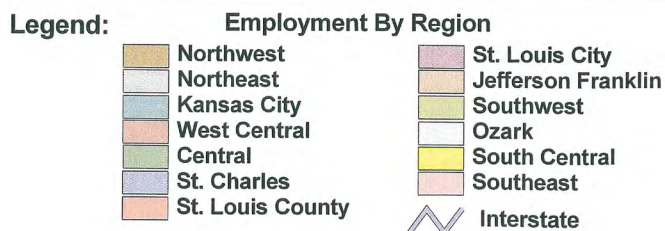
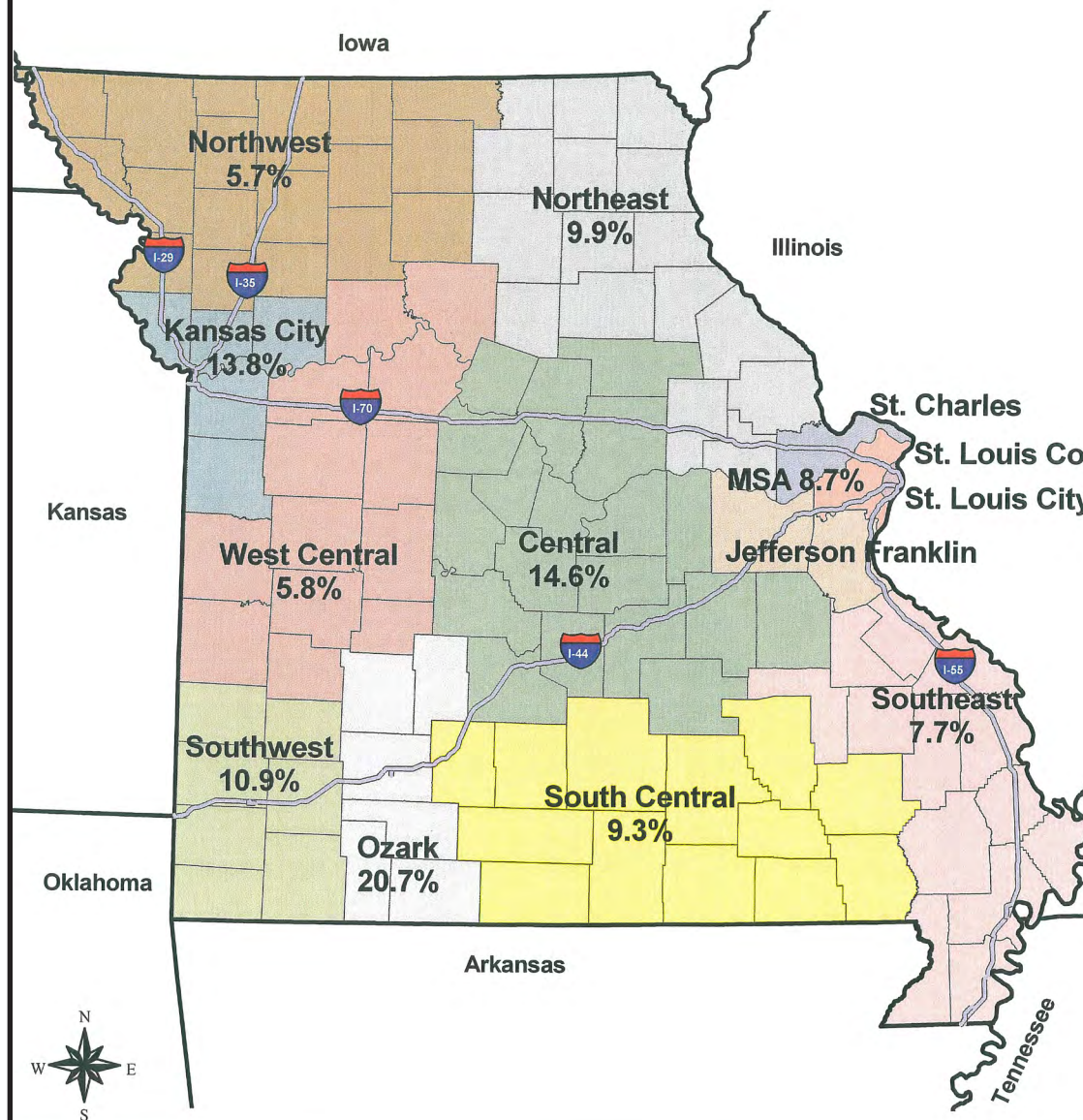
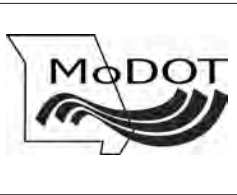


Exhibit 2-5



Source: ESRI 2002
Projection: North American 1983



Chapter 2: Inventory

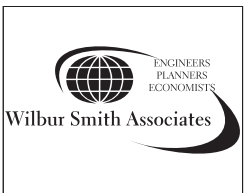


Table 2-5
Missouri Median Household Income Trends (in 1999 dollars)

County	1989	1999	% change		County	1989	1999	% change
Adair	\$22,551	\$26,677	18.3		Linn	\$22,658	\$28,242	24.6
Andrew	\$34,055	\$40,688	19.5		Livingston	\$28,242	\$32,290	14.3
Atchison	\$26,257	\$30,959	17.9		McDonald	\$22,586	\$27,010	19.6
Audrain	\$30,560	\$32,057	4.9		Macon	\$26,447	\$30,195	14.2
Barry	\$25,009	\$28,906	15.6		Madison	\$22,310	\$25,601	14.8
Barton	\$26,029	\$29,275	12.5		Maries	\$24,842	\$31,925	28.5
Bates	\$26,204	\$30,731	17.3		Marion	\$27,946	\$31,774	13.7
Benton	\$22,081	\$26,646	20.7		Mercer	\$21,695	\$29,640	36.6
Bollinger	\$25,349	\$30,462	20.2		Miller	\$24,769	\$30,977	25.1
Boone	\$33,460	\$37,485	12		Mississippi	\$21,082	\$23,012	9.2
Buchanan	\$30,032	\$34,704	15.6		Moniteau	\$28,846	\$37,168	28.8
Butler	\$21,246	\$27,228	28.2		Monroe	\$25,837	\$30,871	19.5
Caldwell	\$25,373	\$31,240	23.1		Montgomery	\$28,345	\$32,772	15.6
Callaway	\$34,786	\$39,110	12.4		Morgan	\$24,994	\$30,659	22.7
Camden	\$29,438	\$35,840	21.7		New Madrid	\$22,820	\$26,826	17.6
Cape Girardeau	\$31,977	\$36,458	14		Newton	\$29,045	\$35,041	20.6
Carroll	\$25,698	\$30,643	19.2		Nodaway	\$26,546	\$31,781	19.7
Carter	\$20,036	\$22,863	14.1		Oregon	\$17,880	\$22,359	25.1
Cass	\$40,931	\$49,562	21.1		Osage	\$32,594	\$39,565	21.4
Cedar	\$22,099	\$26,694	20.8		Ozark	\$21,418	\$25,861	20.7
Chariton	\$27,175	\$32,285	18.8		Pemiscot	\$18,149	\$21,911	20.7
Christian	\$33,914	\$38,085	12.3		Perry	\$31,055	\$36,632	18
Clark	\$25,668	\$29,457	14.8		Pettis	\$28,834	\$31,822	10.4
Clay	\$44,841	\$48,347	7.8		Phelps	\$27,248	\$29,378	7.8
Clinton	\$34,320	\$41,629	21.3		Pike	\$27,630	\$32,373	17.2
Cole	\$39,612	\$42,924	8.4		Platte	\$49,802	\$55,849	12.1
Cooper	\$29,726	\$35,313	18.8		Polk	\$24,360	\$29,656	21.7
Crawford	\$25,716	\$30,860	20		Pulaski	\$28,127	\$34,247	21.8
Dade	\$24,428	\$29,097	19.1		Putnam	\$20,286	\$26,282	29.6
Dallas	\$21,752	\$27,346	25.7		Ralls	\$28,794	\$37,094	28.8
Daviess	\$23,942	\$30,855	28.9		Randolph	\$27,952	\$31,464	12.6
DeKalb	\$29,708	\$31,654	6.6		Ray	\$35,387	\$41,886	18.4
Dent	\$21,649	\$27,193	25.6		Reynolds	\$22,189	\$25,867	16.6
Douglas	\$21,118	\$25,918	22.7		Ripley	\$17,926	\$22,761	27
Dunklin	\$20,076	\$24,878	23.9		St. Charles	\$52,587	\$57,258	8.9
Franklin	\$37,342	\$43,474	16.4		St. Clair	\$22,525	\$25,321	12.4
Gasconade	\$29,130	\$35,047	20.3		Ste. Genevieve	\$34,850	\$39,200	12.5
Gentry	\$22,954	\$28,750	25.3		St. Francois	\$27,065	\$31,199	15.3
Greene	\$31,683	\$34,157	7.8		St. Louis	\$49,742	\$50,532	1.6
Grundy	\$23,593	\$27,333	15.9		Saline	\$28,291	\$32,743	15.7
Harrison	\$22,779	\$28,707	26		Schuyler	\$21,825	\$27,385	25.5
Henry	\$24,105	\$30,949	28.4		Scotland	\$20,801	\$27,409	31.8
Hickory	\$20,887	\$25,346	21.3		Scott	\$27,090	\$31,352	15.7
Holt	\$24,435	\$29,461	20.6		Shannon	\$19,452	\$20,878	7.3
Howard	\$27,891	\$31,614	13.3		Shelby	\$23,896	\$29,448	23.2
Howell	\$21,610	\$25,628	18.6		Stoddard	\$23,822	\$26,987	13.3
Iron	\$22,574	\$26,080	15.5		Stone	\$27,462	\$32,637	18.8
Jackson	\$36,338	\$39,277	8.1		Sullivan	\$20,647	\$26,107	26.4
Jasper	\$27,298	\$31,323	14.7		Taney	\$26,432	\$30,898	16.9
Jefferson	\$42,115	\$46,338	10		Texas	\$21,862	\$24,545	12.3
Johnson	\$30,064	\$35,391	17.7		Vernon	\$25,625	\$30,021	17.2
Knox	\$22,561	\$27,124	20.2		Warren	\$37,762	\$41,016	8.6
Laclede	\$26,252	\$29,562	12.6		Washington	\$22,332	\$27,112	21.4
Lafayette	\$32,184	\$38,235	18.8		Wayne	\$18,024	\$24,007	33.2
Lawrence	\$26,932	\$31,239	16		Webster	\$26,778	\$31,929	19.2
Lewis	\$26,843	\$30,651	14.2		Worth	\$19,006	\$27,471	44.5
Lincoln	\$36,601	\$42,592	16.4		Wright	\$20,574	\$24,691	20
Missouri Total	\$34,393	\$37,934	10.3					

Source: Missouri State Government-Office of Administration / Division of Budget and Planning

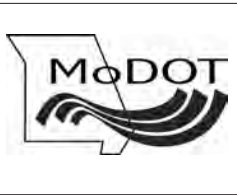
Table 2-6 shows the change in Missouri's per capita income between 1989 and 1999. During this 10-year period, Missouri's per capita income rose by 14 percent from \$23,174 (adjusted to 1999 dollars) in 1990 to \$26,404 in 1999. St. Louis County, \$38,886, had the highest per capita income in Missouri. Eight counties in Missouri and St. Louis City enjoyed per capita incomes of \$26,000 or higher. Ripley County, \$14,199, had the lowest per capita income. Fifteen counties in Missouri had per capita incomes below \$16,000.

From 1990 to 1999 every county in Missouri showed an increase in per capita income. Sullivan County experienced the largest percent increase in per capita income an increase of 32.4 percent, or \$4,857, followed by Butler County, which also registered a 30 percent increase. Six other Missouri counties, had an increase of 20 percent or higher in per capita income from 1990-1999.



Chapter 2: Inventory





Chapter 2: Inventory

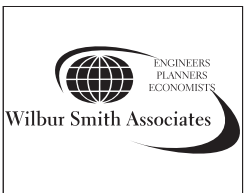


Table 2-6
Missouri Per Capita Income Trends (in 1999 dollars)

County	1989	1999	% change	County	1989	1999	% change
Adair	\$16,547	\$19,542	18.1%	Linn	\$18,269	\$20,038	9.7%
Andrew	\$19,037	\$22,718	19.3%	Livingston	\$20,278	\$24,013	18.4%
Atchison	\$18,698	\$20,895	11.7%	McDonald	\$14,355	\$16,850	17.4%
Audrain	\$19,568	\$23,175	18.4%	Macon	\$18,315	\$19,163	4.6%
Barry	\$16,418	\$18,739	14.1%	Madison	\$15,392	\$17,498	13.7%
Barton	\$17,200	\$19,759	14.9%	Maries	\$15,599	\$17,648	13.1%
Bates	\$16,779	\$18,888	12.6%	Marion	\$18,136	\$22,188	22.3%
Benton	\$15,068	\$16,338	8.4%	Mercer	\$13,424	\$15,737	17.2%
Bollinger	\$13,975	\$15,311	9.6%	Miller	\$16,337	\$17,833	9.2%
Boone	\$22,426	\$26,568	18.5%	Mississippi	\$15,685	\$18,681	19.1%
Buchanan	\$20,636	\$23,964	16.1%	Moniteau	\$17,497	\$20,452	16.9%
Butler	\$16,546	\$21,590	30.5%	Monroe	\$19,005	\$18,945	-0.3%
Caldwell	\$15,855	\$17,394	9.7%	Montgomery	\$18,341	\$20,094	9.6%
Callaway	\$19,298	\$21,199	9.9%	Morgan	\$16,321	\$18,091	10.8%
Camden	\$19,073	\$22,667	18.8%	New Madrid	\$15,064	\$17,862	18.6%
Cape Girardeau	\$20,811	\$24,886	19.6%	Newton	\$18,164	\$21,587	18.8%
Carroll	\$18,127	\$20,440	12.8%	Nodaway	\$17,418	\$19,958	14.6%
Carter	\$14,183	\$15,652	10.4%	Oregon	\$13,210	\$14,930	13.0%
Cass	\$21,214	\$23,351	10.1%	Osage	\$18,886	\$23,143	22.5%
Cedar	\$15,548	\$16,712	7.5%	Ozark	\$14,180	\$14,563	2.7%
Chariton	\$18,005	\$19,297	7.2%	Pemiscot	\$14,869	\$17,388	16.9%
Christian	\$18,292	\$20,309	11.0%	Perry	\$18,214	\$21,923	20.4%
Clark	\$14,384	\$16,306	13.4%	Pettis	\$19,252	\$23,018	19.6%
Clay	\$24,534	\$28,503	16.2%	Phelps	\$18,086	\$21,041	16.3%
Clinton	\$19,470	\$23,210	19.2%	Pike	\$16,943	\$19,651	16.0%
Cole	\$22,975	\$27,884	21.4%	Platte	\$27,337	\$32,753	19.8%
Cooper	\$17,321	\$20,150	16.3%	Polk	\$15,789	\$17,624	11.6%
Crawford	\$16,402	\$18,373	12.0%	Pulaski	\$18,608	\$23,039	23.8%
Dade	\$16,178	\$18,703	15.6%	Putnam	\$14,991	\$16,976	13.2%
Dallas	\$14,685	\$17,388	18.4%	Ralls	\$18,608	\$20,047	7.7%
Daviess	\$16,239	\$18,323	12.8%	Randolph	\$18,054	\$19,448	7.7%
DeKalb	\$13,383	\$14,969	11.9%	Ray	\$17,599	\$20,005	13.7%
Dent	\$16,048	\$18,900	17.8%	Reynolds	\$14,080	\$16,395	16.4%
Douglas	\$12,503	\$15,393	23.1%	Ripley	\$12,578	\$14,199	12.9%
Dunklin	\$15,845	\$19,007	20.0%	St. Charles	\$24,206	\$27,586	14.0%
Franklin	\$20,538	\$24,007	16.9%	St. Clair	\$15,322	\$16,615	8.4%
Gasconade	\$18,648	\$21,357	14.5%	Ste. Genevieve	\$18,084	\$21,152	17.0%
Gentry	\$16,452	\$18,983	15.4%	St. Francois	\$16,007	\$18,215	13.8%
Greene	\$21,496	\$26,496	23.3%	St. Louis	\$34,175	\$38,886	13.8%
Grundy	\$17,974	\$20,802	15.7%	Saline	\$19,195	\$22,556	17.5%
Harrison	\$17,279	\$19,502	12.9%	Schuyler	\$15,193	\$14,773	-2.8%
Henry	\$17,256	\$20,120	16.6%	Scotland	\$16,723	\$18,429	10.2%
Hickory	\$13,926	\$14,951	7.4%	Scott	\$17,876	\$20,813	16.4%
Holt	\$18,270	\$20,370	11.5%	Shannon	\$12,539	\$14,898	18.8%
Howard	\$17,484	\$20,114	15.0%	Shelby	\$18,990	\$19,397	2.1%
Howell	\$15,235	\$18,420	20.9%	Stoddard	\$16,679	\$19,552	17.2%
Iron	\$14,653	\$16,619	13.4%	Stone	\$19,413	\$21,660	11.6%
Jackson	\$25,089	\$28,258	12.6%	Sullivan	\$14,999	\$19,856	32.4%
Jasper	\$19,457	\$22,865	17.5%	Taney	\$18,993	\$22,035	16.0%
Jefferson	\$19,057	\$21,600	13.3%	Texas	\$13,795	\$15,166	9.9%
Johnson	\$17,497	\$19,365	10.7%	Vernon	\$18,056	\$19,420	7.6%
Knox	\$16,646	\$17,133	2.9%	Warren	\$19,510	\$21,060	7.9%
Laclede	\$16,551	\$19,473	17.7%	Washington	\$13,770	\$15,883	15.3%
Lafayette	\$20,179	\$22,445	11.2%	Wayne	\$13,362	\$15,137	13.3%
Lawrence	\$15,986	\$17,882	11.9%	Webster	\$15,657	\$16,822	7.4%
Lewis	\$16,026	\$16,965	5.9%	Worth	\$16,708	\$16,911	1.2%
Lincoln	\$18,918	\$21,685	14.6%	Wright	\$13,995	\$14,410	3.0%
Missouri Total	\$23,174	\$26,404	13.9%				

Source: Missouri State Government-Office of Administration / Division of Budget and Planning

Physical Setting

Missouri, with an area of 69,709 sq mi, is the 21st largest state in the U.S. Missouri is bordered by eight different states: Iowa, Illinois, Kentucky, Tennessee, Arkansas, Oklahoma, Kansas and Nebraska. The climate can be described as humid continental with long summers and variable winter conditions. Winter temperatures vary from a daily January average of 25° F in the northwest to 34° F in the southeast. Summers are characterized by very warm and humid. Daily July temperatures average between 80° - 90° F during the afternoon period. Annual precipitation averages around 36 inches in the northwest and 47 inches in the southeast.

Land Use

The terrain varies widely from gently rolling cropland in the northern, central and southeastern sections to the hilly, wooded Ozarks in the southern section of the state. Outside the main metropolitan and urban areas, Missouri becomes deeply rural with rich and productive soils lending to ideal crop and livestock production. The production of soybeans is Missouri's largest cash crop; however, corn, cotton, rice, grain sorghum, hay and fruits and vegetables are an important part of the agricultural composition in the State.

The focus of the State's economic activity and population is centered in two metropolitan areas: St. Louis and Kansas City. St. Louis is located near the confluence of the Missouri and Mississippi rivers and has been a center for transportation and trade. Kansas City is one of the agribusiness capitals of the U.S. and is located on the Missouri river on the western side of the state. In addition, Springfield and Joplin, located in the southwest section, are fast growing population hubs in the area with a focus on telecommunications, transportation and warehousing. Cape Girardeau, located on the Mississippi, is a shipping and business hub. Several smaller urban communities are scattered throughout the state and support various industrial, agricultural, education, tourism, medical care and insurance activities. Branson, located in the Ozark Mountains on the shores of Table Rock Lake and Lake Taneycomo, is a top family vacation destination. With numerous recreational opportunities and a large-scale entertainment complex, Branson is one of the fastest growing vacation destinations in the country. Lake of the Ozarks, which attracts millions of visitors each year, is also a significant summer tourist destination.

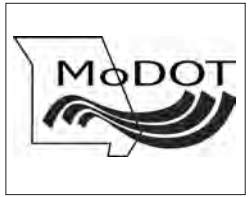
Surface Transportation

In an effort to develop a comprehensive statewide transportation system, the Missouri Department of Transportation (MoDOT) has developed the Missouri Advance Planning, formerly called the Long-Range Transportation Direction. The direction builds upon past plans and sets the direction for making future transportation investments. The goal of the Missouri Advance Planning is to look at the total system, lay a new planning foundation, incorporate information from previous needs studies and plans and give the department one clear direction to set the course for all modes of transportation.

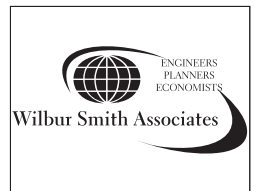
The Missouri Advance Planning provides a comprehensive picture of the State's transportation needs that combines responsible engineering principles and information about the State's transportation system with information gathered by the most extensive statewide public involvement effort MoDOT has ever sponsored. The product is the result of a technically sound process that considers Missourians' needs and expectations of the State's transportation system.

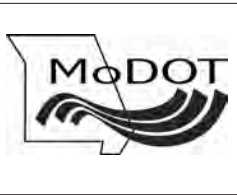
While it establishes a 20-year horizon, the Missouri Advance Planning is a dynamic, changeable document that can be revised to accommodate changing circumstances. The ability to react to these and similar needs are critical to the success of the department. The Missouri Advance Planning will be re-examined and revised periodically as needs and conditions change.

In addition to assessing the State's highway and bridge system, the Missouri Advance Planning includes an assessment of aviation, bicycle and pedestrian accommodations, freight rail, passenger rail and bus service between cities, public transportation and ports. Each of these modes has needs which must be addressed.



Chapter 2: Inventory





Chapter 2: Inventory



Highway System

Missouri's present-day road system is the direct descendant of the Centennial Road system, laid out the basic outlines for the State highway system that's still in place today. Currently, the Missouri Highway system is made up of over 32,000 miles of toll-free highway access, linking all four corners of the state, including several 4-lane, interstate highways. Interstate 70 is a major east-west thoroughfare which links St. Louis and Kansas City. Interstate 44 traverses northeast-southwest and connects St. Louis to Springfield and Joplin. Interstate 55 is the major access to Arkansas from St. Louis. Kansas City is linked to Omaha, Nebraska via Interstate 29, and Interstate 35 connects Kansas City and Des Moines, Iowa to the north and Wichita, Kansas to the south.

Due to the deterioration of the roads and bridges over the years, the Missouri Advance Planning outlines a plan to rehabilitate and reconstruct the existing system rather than plan new projects. The National Highway System, which serves approximately 62 percent of the total traffic for the State, is the most heavily used part of the total system. The Interstate and U.S. Highway system running through Missouri is illustrated in **Exhibit 2-6**.

Freight Rail

The State of Missouri freight rail system includes approximately 4,802 miles of railroad committed to the transport of goods by a total of 13 different companies. The majority (80 percent) of the railroad lines are owned by the Class I carriers consisting of the following:

- ☐ Burlington Northern and Santa Fe Railway Company
- ☐ Consolidated Rail Corporation
- ☐ CSX Transportation
- ☐ Kansas City Southern Railway Company
- ☐ Norfolk Southern Corporation
- ☐ Union Pacific Railroad Company

The remaining carriers are regional and local companies. In Missouri there are three levels of rail carriers: Class I, Class II, and Class III. Class I carriers are large entities, with annual gross revenues of at least \$250 million. Class II Carriers are slightly smaller operations with annual gross revenues being between \$20 and \$250 million. Class III Carriers have annual gross revenues of less than \$20 million; however, these small rail carriers are important economic generators for the communities and businesses they support. **Exhibit 2-7** shows the locations of all the railway lines in the State of Missouri.

Passenger Rail Service between Cities

Passenger rail service in Missouri is primarily between St. Louis and Kansas City with two daily roundtrips on the Kansas City Mule and St. Louis Mule. Service between St. Louis and Kansas City receives a subsidy by MoDOT to assist with operational costs. Daily service is also available on the Ann Rutledge which travels between Kansas City and Chicago, Illinois. The Texas Eagle which provides service between Chicago, Illinois and San Antonio, Texas travels through St. Louis and Popular Bluff before heading to Little Rock, Arkansas.

The following is a list of cities that are served by Amtrak:

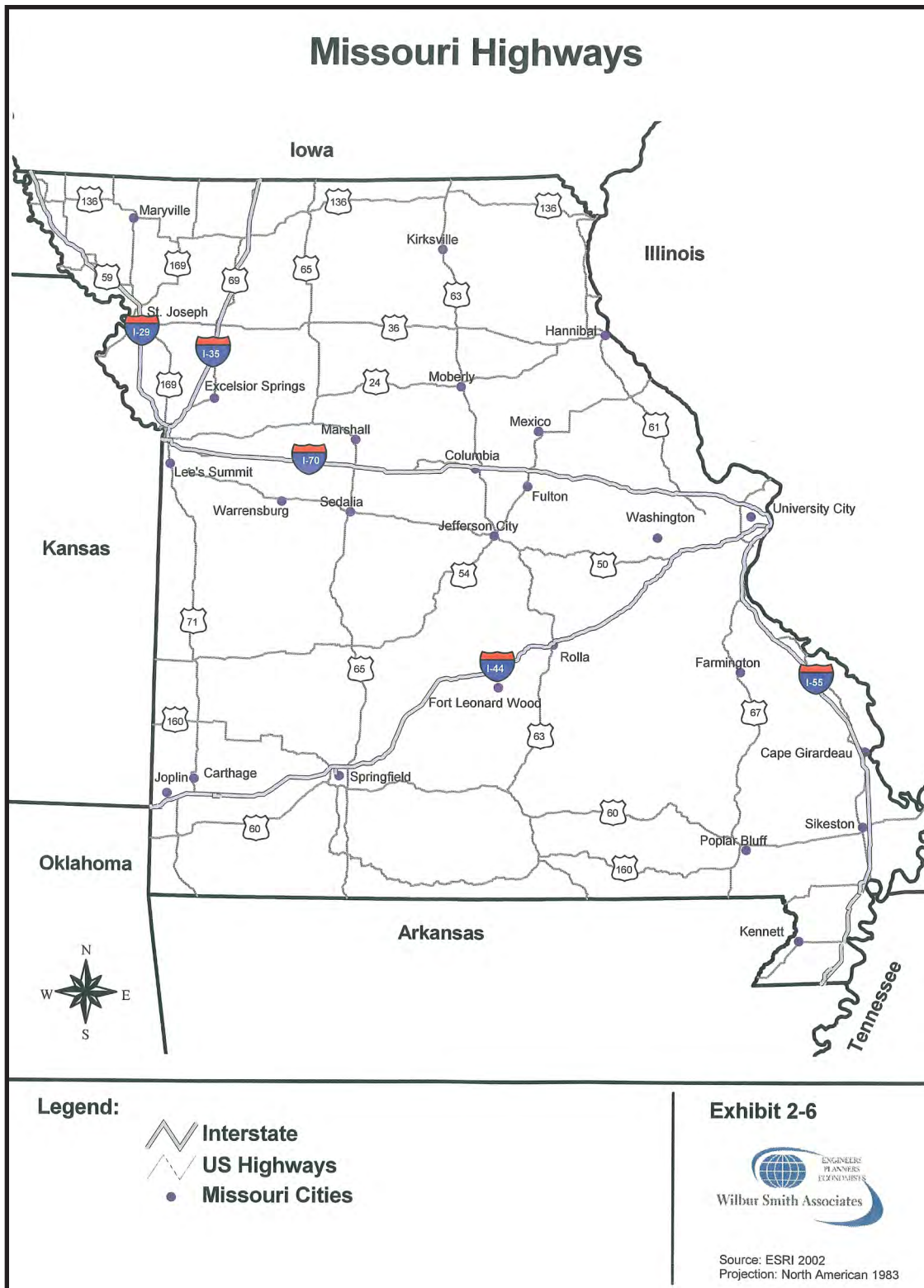
- | | |
|---------------------------------------|---|
| <input type="checkbox"/> St. Louis | <input type="checkbox"/> Jefferson City |
| <input type="checkbox"/> Kansas City | <input type="checkbox"/> Hermann |
| <input type="checkbox"/> Independence | <input type="checkbox"/> Washington |
| <input type="checkbox"/> Lee's Summit | <input type="checkbox"/> Kirkwood |
| <input type="checkbox"/> Warrensburg | <input type="checkbox"/> Popular Bluff |
| <input type="checkbox"/> Sedalia | |

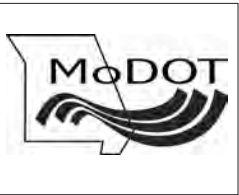
As noted, Exhibit 2-7 depicts the network of railways throughout the State.

Missouri Highways

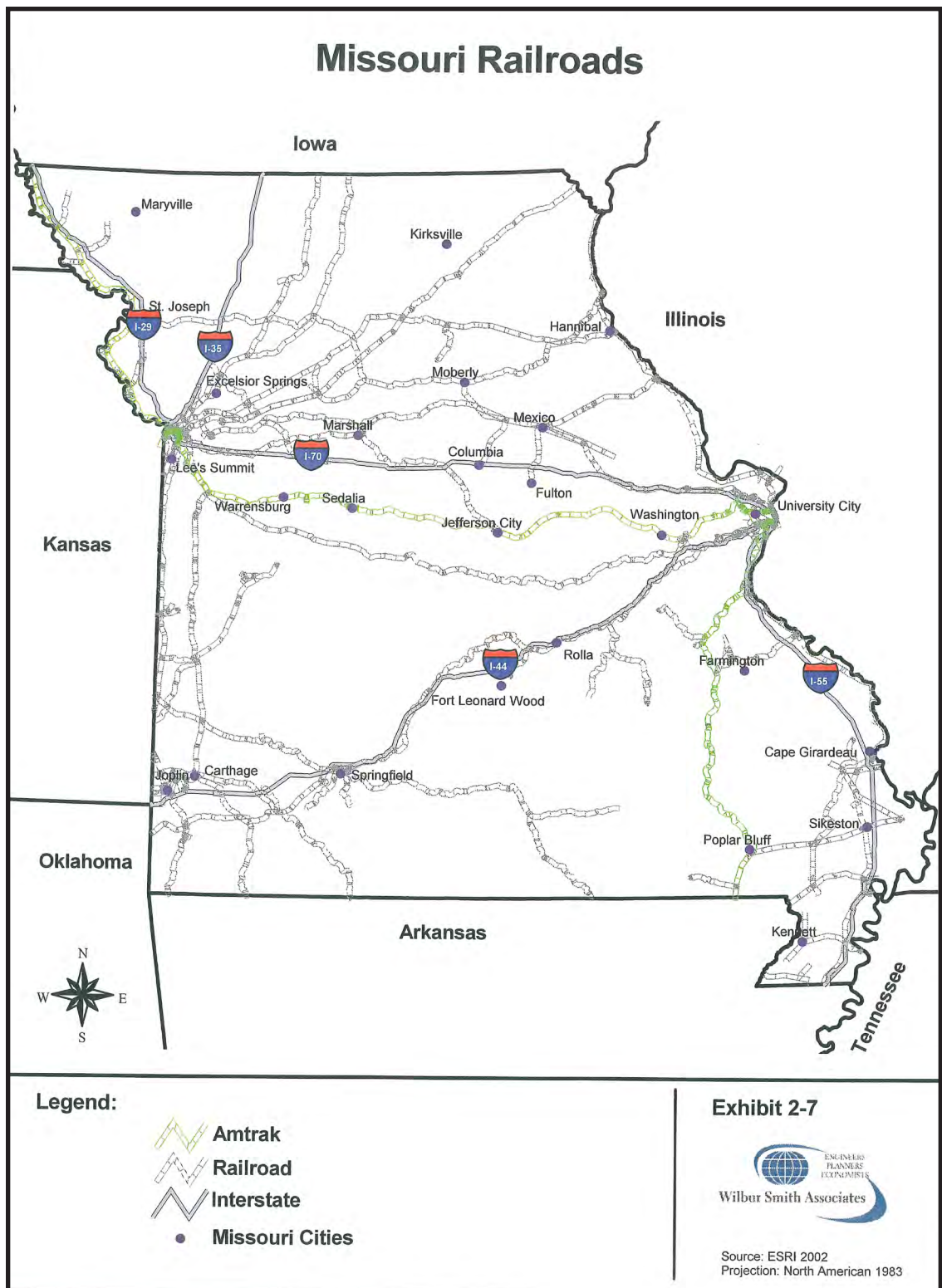
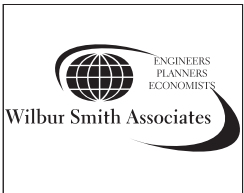


Chapter 2: Inventory





Chapter 2:
Inventory



Bus Service

Greyhound provides the only regular scheduled bus service with a total of 58 stops throughout Missouri. Various local and regional charter operators, however, provide group transportation to areas around the State for specialized travel. Popular attractions are the resort and tourist areas such as Lake of the Ozarks, Branson, St. Louis and Kansas City. In addition, the larger cities provide public bus transportation for access in and around the respective city.

Bicycle and Pedestrian Accommodations

The bicycle and pedestrian program includes an effective balance of engineering, education, enforcement and encouragement. MoDOT adopted the General Pedestrian and Bicycle Guide in 1999 to define how bicycle and pedestrian accommodations are to be included in State projects. The policy addresses safety, education, intermodal connectivity, environmental impacts and interagency coordination.

Missouri has an abundance of recreational and historical opportunities for the bicycle and hiking enthusiast. A prominent example is the 225-mile long Katy Trail State Park, which begins in St. Charles and runs to Clinton, built along the former Missouri-Kansas-Texas Railroad corridor. The trail allows users to travel through some of the most scenic areas of the State with the majority of the trail closely following the route of the Missouri River. The section between St. Charles and Boonville has been designated a segment of the Lewis and Clark Historic Trail. The entire trail is a part of the American Discovery Trail.

Waterways

One of the largest and widely used waterways in the country is the Mississippi River, which runs the length of the eastern border of Missouri, and connects St. Louis with Minneapolis, Minnesota to the north and New Orleans, Louisiana to the south. In addition, the Missouri River traverses across the State between St. Louis and Kansas City, then north through St. Joseph (see **Exhibit 2-8**).

Missouri has a total of 14 ports that provide distribution for grain, coal, petroleum products, chemicals and bulk materials. These ports are depicted in **Exhibit 2-9**. The following is a list of Missouri ports:

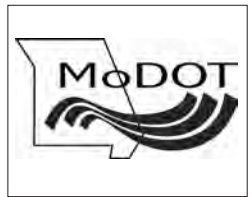
St. Louis City	Jackson County	Southeast Missouri Regional
St. Louis County	Jefferson County	Mississippi County
Kansas City	Howard/Cooper County	New Madrid
Lewis County	Regional	Pemiscot County
Marion County	New Bourbon Regional	St. Joseph Regional

The City of St. Louis port handles over 31 million tons annually and is the second largest inland port in terms of total tonnage handled. Shippers in Missouri transport goods worth over \$3.5 billion annually through its inland waterways. Industries using barge transportation employ over 31,300 workers and generate \$194 million in State and Federal taxes for the counties located along the waterways. In addition to adding value to the economy, the use of inland waterways provides an efficient and economical method of transport.

Missouri's Public Transportation System

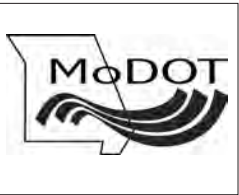
Large urban areas face significant public transportation needs as they try to expand and maintain current services and make essential capital improvements such as replacing vehicles. Smaller urban areas are struggling to maintain minimum service levels and often do not provide service to their entire urban areas. Therefore, there is an emphasis in these areas on maintaining existing service with a goal of and expanding the existing level of service, where possible.

Access to public transportation is limited in rural areas as few areas offer services for employment, schools, volunteer activities or community events. Costs to increase the level of service in these areas are high. Therefore, the focus in these areas is on better access to medical and nutritional services to certain segments of the population such as the elderly and persons with disabilities.

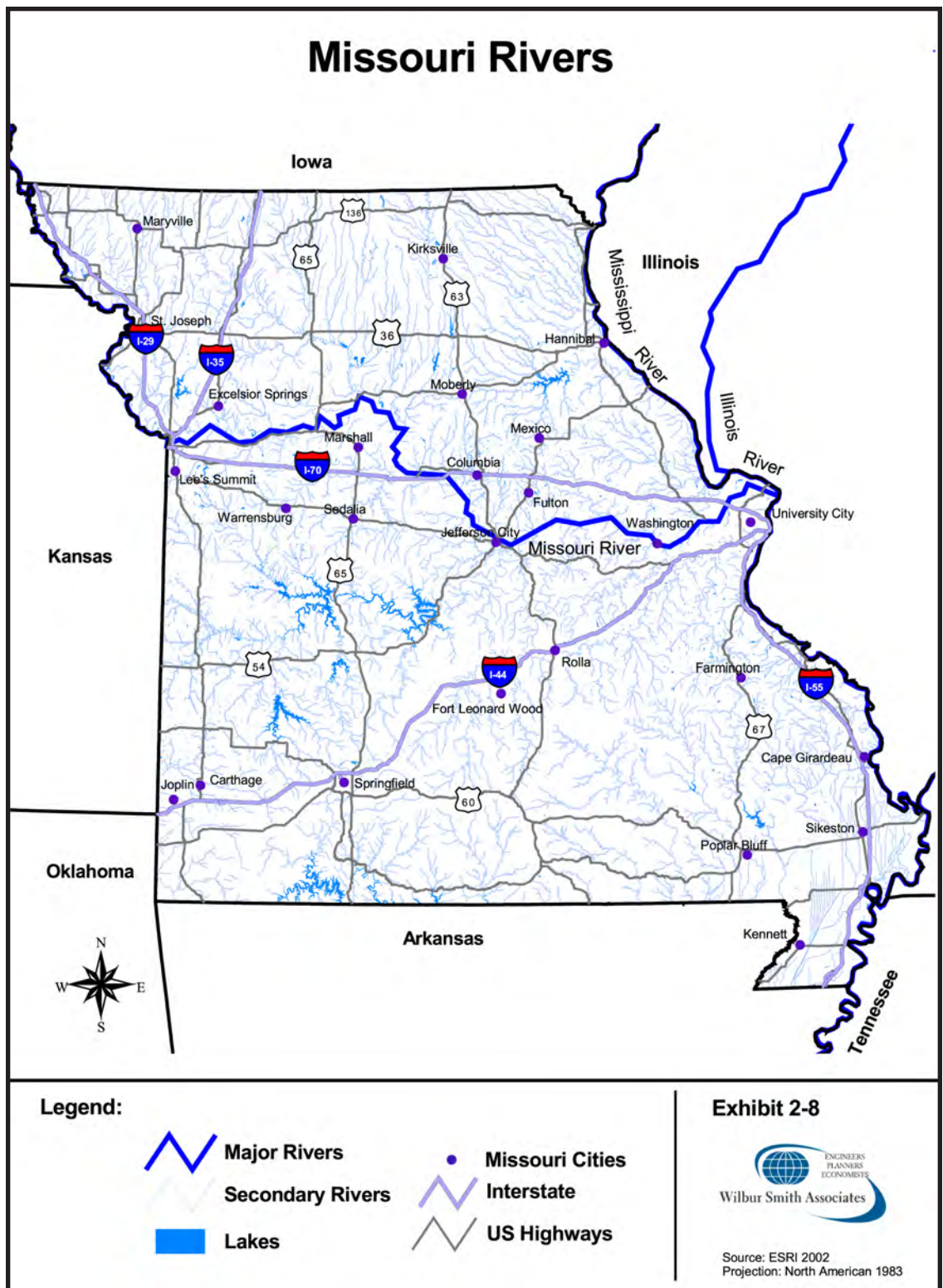
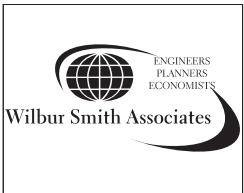


Chapter 2: Inventory



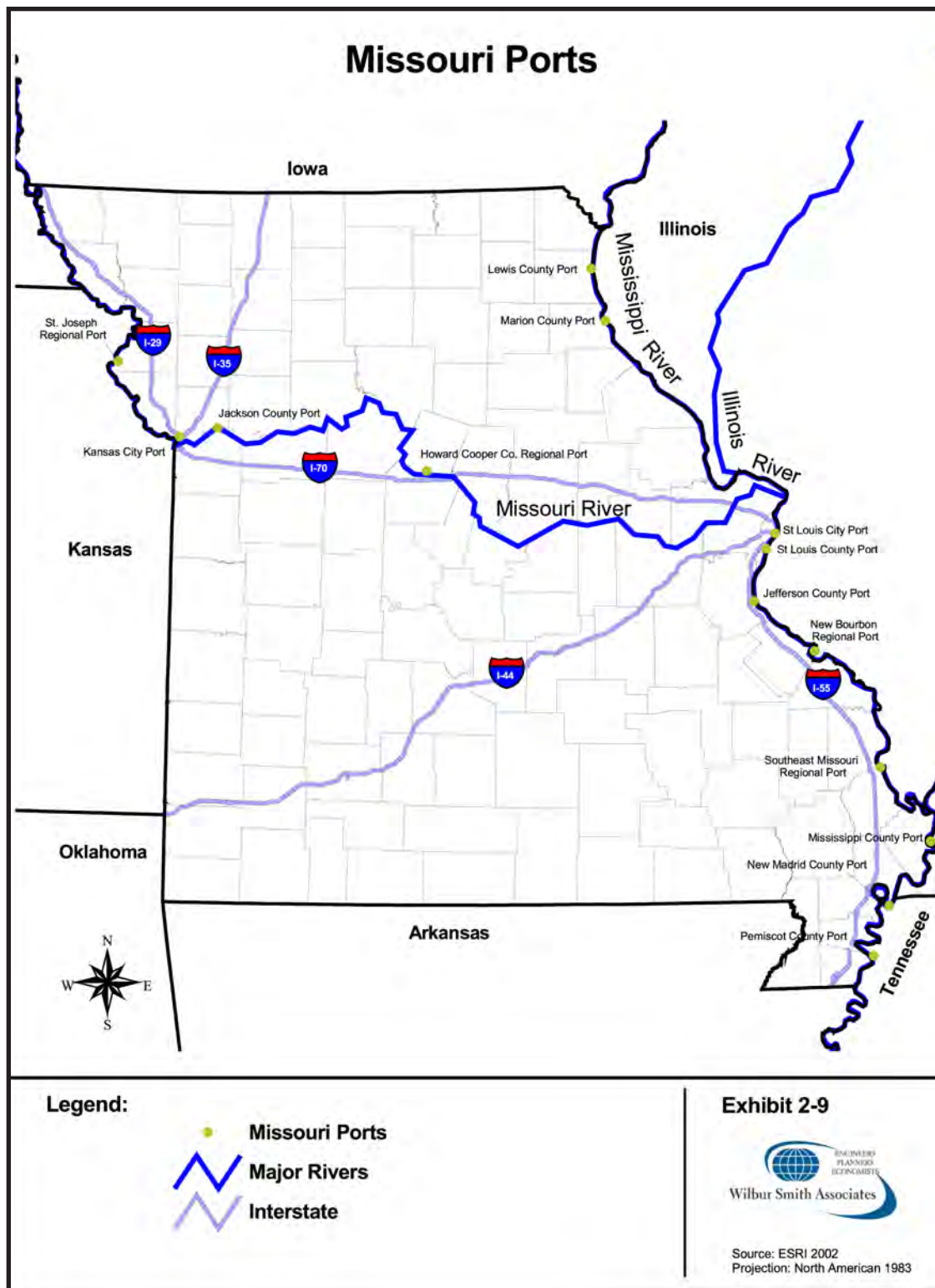


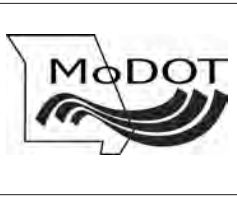
Chapter 2:
Inventory



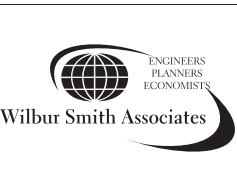


Chapter 2: Inventory





Chapter 2: Inventory



Missouri's public transportation network consists of the following highway-based systems and light rail programs:

Urban Transit Systems

For purposes of funding, the urban systems are those which serve areas having urbanized populations of 50,000 or more. In Missouri, there are seven urban areas in this class which have local transit systems: St. Louis, Kansas City, Springfield, Columbia, St. Joseph, Jefferson City, and Joplin.

Passengers using these urban systems are transported mainly on buses operating on fixed routes and fixed schedules however, most of these systems also offer specialized services for elderly and disabled persons who cannot effectively use their regular buses.

In looking at the two largest urban transit systems, the first being the Kansas City Area Transportation Authority (ATA), the ATA is the primary provider of public transportation in the Kansas City metropolitan area. The ATA service area covers a population of 756,557 with a total of 60 routes over 396 square miles. The average daily ridership is approximately 39,525.

The St. Louis' Bi-State Development Agency owns and operates the St. Louis Metropolitan region's public transportation system. The Metro System includes MetroLink, the region's light rail system; MetroBus, the region's bus system; and Metro Call-A-Ride, the paratransit van system. The Metro service area serves approximately 2,603,607 people over a 3,600 square mile area with a total of 90 bus routes in Illinois and Missouri. The Metro averages approximately 138,332 passengers per day

Rural Transit Systems

The State's nonurban areas (rural areas and small towns and cities with populations less than 50,000) are served by numerous public transportation systems. There are two regional systems: OATS, Inc., which serves 85 counties, and the Southeast Missouri Transportation System, Inc. (SMTS), which serves 20 counties. There are also nine county-wide systems. In addition, there are 19 towns / cities and not-for-profit organizations, and two university systems, that offer some form of enhanced transportation service, whether it be in the form of city buses, taxi coupon programs, or intercity bus assistance. Public transportation is available in all nonurban areas of the State though it may be limited in days and hours of service.

Elderly and Disabled Transportation

Transportation services for the elderly and disabled are available in all of the State's 114 counties and in the independent city of St. Louis. Much of the service for the elderly and disabled are provided by the single-county and multi-county systems, such as OATS and SMTS. Additionally elderly and disabled services are provided by most of the urban and small urban area transit systems. For example, Bi-State in St. Louis and the Metro system in Kansas City both have lift-equipped buses in regular route service, as well as door-to-door service provided by specially equipped vans.

Taxicab Companies

Taxicab service is available in cities and rural areas throughout the State, operated by private companies or individual owners/drivers. Fleet sizes vary from one or two vehicles to several hundred. Most communities with populations of 5,000 or more, and many with smaller populations, have taxicab service. In general, urban districts have better taxicab service than do rural areas. Companies usually prefer to serve relatively small geographic areas that are densely populated, since this is the most productive and profitable type of operation. Most companies will respond to requests from rural areas. However, in such cases the fares are relatively high and response time is substantially longer than typically experienced in urban areas.

Light Rail Transit Systems and Projects

St. Louis: The St. Louis system, called Metro Link, consists of an 18-mile line that connects Lambert Airport with downtown St. Louis and then across the Mississippi River to East St. Louis, Illinois. The 18-mile corridor has 18 stations serving a number of major centers.

Kansas City: The Kansas City Area Transportation Authority is developed plans for a Bus Rapid Transit (BRT), called the Metro Area Express (MAX), in the high density travel corridor previously identified as the preferred initial route for a regional Light Rail system. The route extends from Kansas City's Missouri River waterfront area called the River Market, through downtown to the Country Club Plaza. Some existing major bus routes operating along this corridor were consolidated under the plan, providing less complicated but more convenient bus service. The BRT began operation in July 2005 with features that include 44 stat.

University Transportation Services

Two universities in Missouri receive funding assistance to provide campus transportation service. Southeast Missouri State University in Cape Girardeau and Southwest Missouri State University in Springfield provide shuttle bus service to transport students, faculty, staff and the general public around the school campuses.

Aviation performs a key function in the transportation network infrastructure for the State of Missouri with two Primary Commercial Airports: St. Louis – Lambert International and Kansas City International. These two airports provide worldwide access with daily domestic and international flights. In addition, regional air service is provided at Springfield-Branson Regional, Joplin Regional, Cape Girardeau Regional, Waynesville Regional at Forney Field, Columbia Regional, and Kirksville Regional.

Aviation

These commercial airports are supported by airports classified as relievers by the FAA. Reliever airports serve to provide access for general aviation in congested metropolitan areas. Missouri has five reliever airports including Kansas City Downtown, Lee's Summit Municipal, St. Charles County-Smartt, Spirit of St. Louis, and Creve Coeur.

General aviation continues to maintain a strong presence in the State for users that select an alternative to what is available at the larger commercial service hub airports. In light of the recent tightening of airport security, businesses are turning towards charter and fractional aircraft ownership in order to circumvent the long lines at the ticket counters. The rise of fractional jet use coupled with the decline in ownership cost makes this travel option very attractive to businesses with a need for increased reliability and security while greatly decreasing door to door travel time.

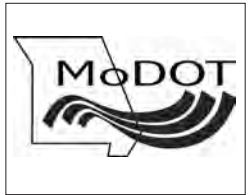
Inventory of the State's aviation system is organized as follows:

- ☐ Aviation Facility Classifications
- ☐ Airport Facilities
- ☐ Heliport Facilities
- ☐ Seaplane Facilities
- ☐ Airspace System

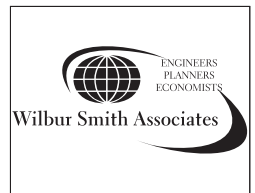
Aviation Facility Classifications

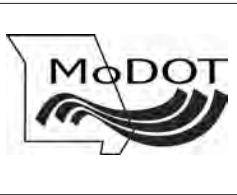
A variety of aviation facilities are utilized in the State of Missouri. These aviation facilities vary from small private airstrips to large-hub, commercial service airports. Because of this diversity of facilities with broad ranges of operating parameters and design standards, a means of facility classification is necessary.

The FAA and the Missouri Department of Transportation (MoDOT) employ three basic aviation facility classifications. The first is a classification system utilized in the National Plan of Integrated Airport Systems (NPIAS). The second is a coding system used by the FAA to relate airport design criteria to

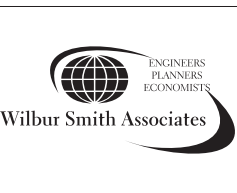


Chapter 2: Inventory





Chapter 2: Inventory



the operational and physical characteristics of the airplanes operating at an airport. The third is used by MoDOT to assist in setting minimum development standards and planning guidelines for airport facility improvements in the State.

National Plan of Integrated Airport Systems (NPIAS)

The NPIAS is a national airport system plan developed by the FAA to indicate aviation facilities of national significance. NPIAS airports are eligible for federal grants for airport planning and various capital improvements. The NPIAS defines an airport's status by its service level. The service level of an airport reflects the type of public service the airport provides to the community. The service level also reflects the funding categories established by Congress to assist in airport development. These categories are as follows:

- ☐ **Primary Service (PR)** – Primary Service airports are public use airports receiving scheduled airline passenger service which also enplane 10,000 or more passengers per year.
- ☐ **Commercial Service (CM)** – Commercial Service airports are public use airports which receive scheduled airline passenger service and which annually enplane 2,500 or more passengers.
- ☐ **General Aviation (GA)** – General Aviation airports are either publicly or privately owned, public use airports which serve general aviation needs.
- ☐ **Reliever (RL)** – Reliever airports are general aviation or commercial service airports which have the function of relieving congestion at a Primary Service airport and which provide the general aviation user or small commercial operator with an alternative for access to the overall community. Reliever airports receive higher priority for funding assistance than other general aviation or commercial service airports.

Airport Reference Code (ARC)

The ARC is a coding system developed by the FAA used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at an airport. The ARC has two components related to the airport design aircraft. The first component, depicted by a letter, is the aircraft approach category and relates to aircraft approach speed. These aircraft categories are as follows:

- ☐ Category A: Speed less than 91 knots.
- ☐ Category B: Speed 91 knots or more, but less than 121 knots.
- ☐ Category C: Speed 121 knots or more, but less than 141 knots.
- ☐ Category D: Speed 141 knots or more, but less than 166 knots.
- ☐ Category E: Speed 166 knots or more.

The second component, depicted by a Roman numeral, is the airplane design group and relates to airplane wingspan. This grouping links an airport's dimensional standards to aircraft wingspans. The categories are as follows:

- ☐ Design Group I: Wingspan up to but not including 49 feet.
- ☐ Design Group II: Wingspan 49 feet up to but not including 79 feet.
- ☐ Design Group III: Wingspan 79 feet up to but not including 118 feet.
- ☐ Design Group IV: Wingspan 118 feet up to but not including 171 feet.
- ☐ Design Group V: Wingspan 171 feet up to but not including 214 feet.
- ☐ Design Group VI: Wingspan 214 feet up to but not including 262 feet.

Generally, aircraft approach speed applies to runways and runway related facilities. Airplane wingspan primarily relates to separation criteria involving taxiways and taxilanes.

Airports expected to accommodate single-engine airplanes normally fall into Airport Reference Code A-I/B-I. Airports serving larger general aviation and commuter-type planes are usually Airport Reference Code B-II or C-II. Small to medium-sized airports serving air carriers are usually Airport Reference Code C-III, while larger air carrier airports are usually Airport Reference Code D-VI.

Airport Facilities

The Missouri system of public-use airports is very comprehensive and is used as a means of public transportation throughout the State; therefore maintaining and updating the aviation system is a critical element to effectively fulfill the transportation needs of Missouri. There are a total of 547 airports and heliports in Missouri, and of those, approximately 131 are public use and 106 are publicly owned. For purposes of this study, 114 airports are being analyzed including the 106 publicly owned airports and 8 privately owned public-use facilities. A complete list of facilities that are a part of this study is provided in **Table 2-7** and depicted in **Exhibit 2-10**.

Information for this study was gathered mainly from the Airport Inventory and Data Survey (airport survey) sent to each individual airport. Information not listed on the airport survey was gathered from other sources. Among these other sources is the Airport/Facility Directory, North Central U.S. – 28 Nov 2002 (AFD), FAA 5010 Inspection Form (FAA 5010), FAA Airport Datasheets (airport datasheets), U.S. Terminal Procedures (NC-3, 28 Nov 2002), Missouri Airport Directory & Travel Guide (airport directory), and AIRNAV internet lookup.

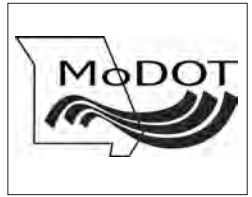
A complete summary of existing airfield facility information is provided on several tables at the end of this chapter. The following lists each table and the information provided, along with the sources:

- ❑ **Table 2-8** reveals the previous studies conducted by various agencies for each airport as reported on the airport survey.
- ❑ **Table 2-9** provides a recent snapshot of aviation activity such as based aircraft and total annual operations by aircraft type and frequency. Aircraft activity was gathered from the airport survey, FAA 5010, airport datasheets, or the airport directory.
- ❑ **Table 2-10** lists the airside facilities such as runway designation and orientation, taxiway information, pavement strength, airfield lighting and safety area dimensions. This information was assembled from the airport survey, FAA 5010's, AFD, airport datasheets, and the airport directory.
- ❑ **Table 2-11** lists the landside facilities by type, size, and occupancy level revealed by the airport survey.
- ❑ **Table 2-12** contains information regarding the fueling facilities at each airport by type, capacity and distribution (self-serve, pump, or truck). Fuel facility information was gathered from the airport surveys.
- ❑ **Table 2-13** documents the aviation services available at each airport. This information was gathered from the airport survey, AFD, airport directory, and AIRNAV internet lookup.
- ❑ **Table 2-14** profiles the types of operations and level of activity at the airport. This information was collected from the airport survey responses provided by the airport sponsor/operator.
- ❑ **Table 2-15** lists the airport navigational aids for each airport in the study. Navigational aid details were gathered from the airport survey, airport directory, AFD, FAA 5010's, U.S. Terminal Procedures, and the airport data sheets.
- ❑ **Table 2-16** shows the surrounding land use and site development issues associated with each airport. This table was created using the information gathered from the airport survey.

The data in these tables will be used in subsequent tasks as the Missouri airport system is analyzed.

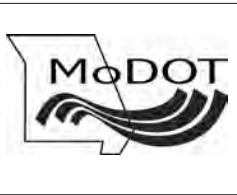
Heliport Facilities

Helicopters provide an important service to the aviation system, particularly for the corporate and medical communities in Missouri. There are approximately 80 heliports located throughout the State; however, most are privately owned with restricted use. Air ambulance services throughout the State provide an invaluable network for time-critical patients requiring medical treatment in a short period of time. In addition to the numerous heliports, many airports have routine helicopter service; however, fixed wing airport facilities are the focus of the MASP. Helicopters and heliport facilities will not included in the analysis of the Missouri aviation system.



Chapter 2: Inventory





Chapter 2: Inventory

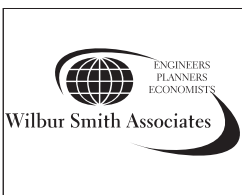


Table 2-7
Missouri Public Use Airports

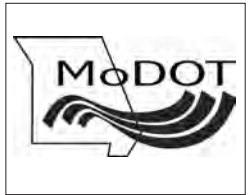
	Associated City	Airport	Airport Identifier	Sponsor	Ownership	NPIAS
1	Albany	Albany Municipal	K19	City of Albany	Public	No
2	Aurora	Jerry Sumners Sr. Aurora Municipal	2H2	City of Aurora	Public	Yes
3	Ava	Ava Bill Martin Memorial	AOV	City of Ava	Public	No
4	Bethany	Bethany Memorial	75K	City of Bethany	Public	No
5	Bismarck	Bismarck Memorial	H57	City of Bismarck	Public	No
6	Bolivar	Bolivar Municipal	M17	City of Bolivar	Public	Yes
7	Boonville	Jesse Viertel Memorial	VER	City of Boonville	Public	Yes
8	Bowling Green	Bowling Green Municipal	H19	City of Bowling Green	Public	Yes
9	Brookfield/Marceline	North Central Missouri Regional	MO8	Cities of Brookfield & Marceline	Public	Yes
10	Buffalo	Buffalo Municipal	H17	City of Buffalo	Public	No
11	Butler	Butler Memorial	BUM	City of Butler	Public	Yes
12	Cabool	Cabool Memorial	TVB	City of Cabool	Public	Yes
13	Camdenton	Camdenton Memorial	H21	City of Camdenton	Public	Yes
14	Cameron	Cameron Memorial	EZZ	City of Cameron	Public	Yes
15	Campbell	Campbell Municipal	34M	City of Campbell	Public	No
16	Cape Girardeau	Cape Girardeau Regional	CGI	City of Cape Girardeau	Public	Yes
17	Carrollton	Carrollton Memorial	K26	City of Carrollton	Public	No
18	Caruthersville	Caruthersville Memorial	M05	City of Caruthersville	Public	Yes
19	Cassville	Cassville Municipal	94K	City of Cassville	Public	Yes
20	Charleston	Mississippi County	CHQ	Mississippi County Commission	Public	Yes
21	Chillicothe	Chillicothe Municipal	CHT	City of Chillicothe	Public	Yes
22	Clinton	Clinton Memorial	GLY	City of Clinton	Public	Yes
23	Columbia	Columbia Regional	COU	City of Columbia	Public	Yes
24	Cuba	Cuba Municipal	UBX	City of Cuba	Public	Yes
25	Dexter	Dexter Municipal	DXE	City of Dexter	Public	Yes
26	Doniphan	Doniphan Municipal	X33	City of Doniphan	Public	No
27	El Dorado Springs	El Dorado Springs Memorial	87K	City of El Dorado Springs	Public	No
28	Eldon	Eldon Model Airpark	H79	City of Eldon	Public	Yes
29	Excelsior Springs	Excelsior Springs Memorial	3EX	City of Excelsior Springs	Public	No
30	Farmington	Farmington Regional	FAM	City of Farmington	Public	Yes
31	Festus	Festus Memorial	FES	City of Festus	Public	No
32	Fredericktown	Fredericktown Regional	H88	City of Fredericktown	Public	Yes
33	Fulton	Elton Hensley Memorial	FTT	City of Fulton	Public	Yes
34	Gainesville	Gainesville Memorial	H27	City of Gainesville	Public	No
35	Gideon	Gideon Memorial	M85	City of Gideon	Public	Yes
36	Grain Valley	East Kansas City	3GV	Grain Valley Airport Corporation	Private	No
37	Hannibal	Hannibal Municipal	HAE	City of Hannibal	Public	Yes
38	Harrisonville	Lawrence Smith Memorial	OA6	City of Harrisonville	Public	Yes
39	Hermann	Hermann Municipal	63M	City of Hermann	Public	No
40	Higginsville	Higginsville Industrial Municipal	HIG	City of Higginsville	Public	Yes
41	Hornersville	Hornersville Memorial	37M	City of Hornersville	Public	No
42	Houston	Houston Memorial	M48	City of Houston	Public	Yes
43	Jefferson City	Jefferson City Memorial	JEF	City of Jefferson City	Public	Yes
44	Joplin	Joplin Regional	JLN	City of Joplin	Public	Yes
45	Kahoka	Paul Rowe Memorial	0H7	City of Kahoka	Public	No
46	Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Dept. of Natural Resources	Public	Yes
47	Kansas City	Kansas City Downtown	MKC	City of Kansas City	Public	Yes
48	Kennett	Kennett Memorial	TKX	City of Kennett	Public	Yes
49	Kirksville	Kirksville Regional	IRK	City of Kirksville	Public	Yes
50	Lamar	Lamar Municipal	LLU	City of Lamar	Public	Yes
51	Lebanon	Floyd W Jones	LBO	City of Lebanon	Public	Yes
52	Lee's Summit	Lee's Summit Municipal	LXT	City of Lee's Summit	Public	Yes
53	Lexington	Lexington Municipal	4K3	Tom Dolphin	Private	No
54	Lincoln	Lincoln Municipal	0R2	City of Lincoln	Public	No
55	Linn	Linn State Technical College Airport	1H3	Linn State Technical College	Public	Yes
56	Macon	Macon-Power Memorial	K89	City of Macon	Public	Yes
57	Malden	Malden Regional	MAW	City of Malden	Public	Yes
58	Mansfield	Mansfield Memorial	03B	City of Mansfield	Public	No
59	Marble Hill	Twin City Airpark	0T3	City of Marble Hill	Public	No
60	Marshall	Marshall Memorial Municipal	MHL	City of Marshall	Public	Yes

Table 2-7
Missouri Public Use Airports, Continued

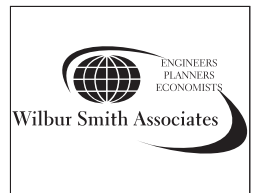
	Associated City	Airport	Airport Identifier	Sponsor	Ownership	NPIAS
61	Maryville	Northwest Missouri Regional	EVU	City of Maryville	Public	Yes
62	Memphis	Memphis Memorial	03D	City of Memphis	Public	Yes
63	Mexico	Mexico Memorial	H41	City of Mexico	Public	Yes
64	Moberly	Omar N Bradley	MBY	City of Moberly	Public	Yes
65	Monett	Monett Municipal	K58	City of Monett	Public	Yes
66	Monroe City	Monroe City Regional	K52	City of Monroe	Public	No
67	Montgomery City	Montgomery-Wehrman	4MO	Howard Wehrman	Private	No
68	Monticello	Lewis County Regional	6M6	Lewis County Airport Authority	Public	Yes
69	Mosby	Clay County Regional	GPH	Clay County Commission	Public	Yes
70	Mount Vernon	Mount Vernon Municipal	2MO	University of Missouri	Public	No
71	Mountain Grove	Mountain Grove Memorial	1MO	City of Mountain Grove	Public	Yes
72	Mountain View	Mountain View	MNF	City of Mountain View	Public	Yes
73	Neosho	Hugh Robinson Memorial	EOS	City of Neosho	Public	Yes
74	Nevada	Nevada Municipal	NVD	City of Nevada	Public	Yes
75	New Madrid	County Memorial	EIW	County of New Madrid	Public	Yes
76	Osage Beach	Grand Glaize	K15	City of Osage Beach	Public	Yes
77	Osceola	Osceola Municipal	3MO	City of Osceola	Public	No
78	Ozark	Air Park South	2K2	City of Springfield	Public	No
79	Perryville	Perryville Municipal	K02	City of Perryville	Public	Yes
80	Piedmont	Piedmont Municipal	MO9	City of Piedmont	Public	Yes
81	Point Lookout	M Graham Clark	PLK	The College of the Ozarks	Private	No
82	Poplar Bluff	Poplar Bluff Municipal	POF	City of Poplar Bluff	Public	Yes
83	Potosi	Washington County	8WC	Washington County	Public	No
84	Princeton	Princeton-Kauffman Memorial	7MO	City of Princeton	Public	No
85	Richland	Richland Municipal	MO1	City of Richland	Public	No
86	Rolla	Rolla Downtown	K07	Dan & Danny Dickman	Private	No
87	Rolla/Vichy	Rolla National	VIH	City of Rolla	Public	Yes
88	Saint Charles	Saint Charles Municipal	3SQ	PFA Associates	Private	Yes*
89	Saint Charles	Saint Charles County Smartt	SET	St. Charles County	Public	Yes
90	Saint Clair	Saint Clair Regional	K39	City of St. Clair	Public	Yes
91	Saint Joseph	Rosecrans Memorial	STJ	City of St. Joseph	Public	Yes
92	Saint Louis	Creve Coeur	1H0	Creve Coeur Airport Improvement Corp.	Private	Yes
93	Saint Louis	Spirit Of Saint Louis	SUS	St. Louis County	Public	Yes
94	Salem	Salem Memorial	K33	City of Salem	Public	Yes
95	Sedalia	Sedalia Memorial	DMO	City of Sedalia	Public	Yes
96	Shelbyville	Shelby County	6K2	City of Shelbyville	Public	No
97	Sikeston	Sikeston Memorial Municipal	SIK	City of Sikeston	Public	Yes
98	Slater	Slater Memorial	9K5	City of Slater	Public	No
99	Springfield	Springfield-Branson Regional	SGF	City of Springfield	Public	Yes
100	Steele	Steele Municipal	M12	City of Steele	Public	No
101	Stockton	Stockton Municipal	MO3	City of Stockton	Public	No
102	Sullivan	Sullivan Regional	UUV	City of Sullivan	Public	Yes
103	Tarkio	Gould Peterson Municipal	K57	City of Tarkio	Public	Yes
104	Thayer	Thayer Memorial	42M	City of Thayer	Public	No
105	Trenton	Trenton Municipal	TRX	City of Trenton	Public	Yes
106	Unionville	Unionville Municipal	K43	City of Unionville	Public	No
107	Van Buren	Bollinger Crass Memorial	MO5	City of Van Buren	Public	No
108	Versailles	Roy Otten Memorial	3VS	City of Versailles	Public	No
109	Warrensburg	CMSU Max B Swisher Skyhaven	9K4	Central Missouri State University	Public	Yes
110	Warsaw	Warsaw Municipal	56M	City of Warsaw	Public	Yes
111	Washington	Washington Memorial	MO6	City of Washington	Public	Yes
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	TBN	U.S. Army	Public	Yes
113	West Plains	West Plains Municipal	UNO	City of West Plains	Public	Yes
114	Willow Springs	Willow Springs Memorial	1H5	City of Willow Springs	Public	No

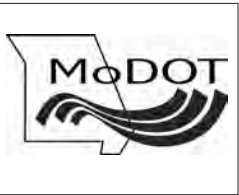
Source: Missouri Department of Transportation; FAA (5010) Inspection Form; FAA NPIAS Database (2001)

* Denotes that the Airport is a reliever to Lambert-St. Louis International and therefore included in the NPIAS.

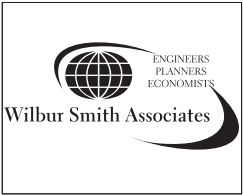


Chapter 2: Inventory



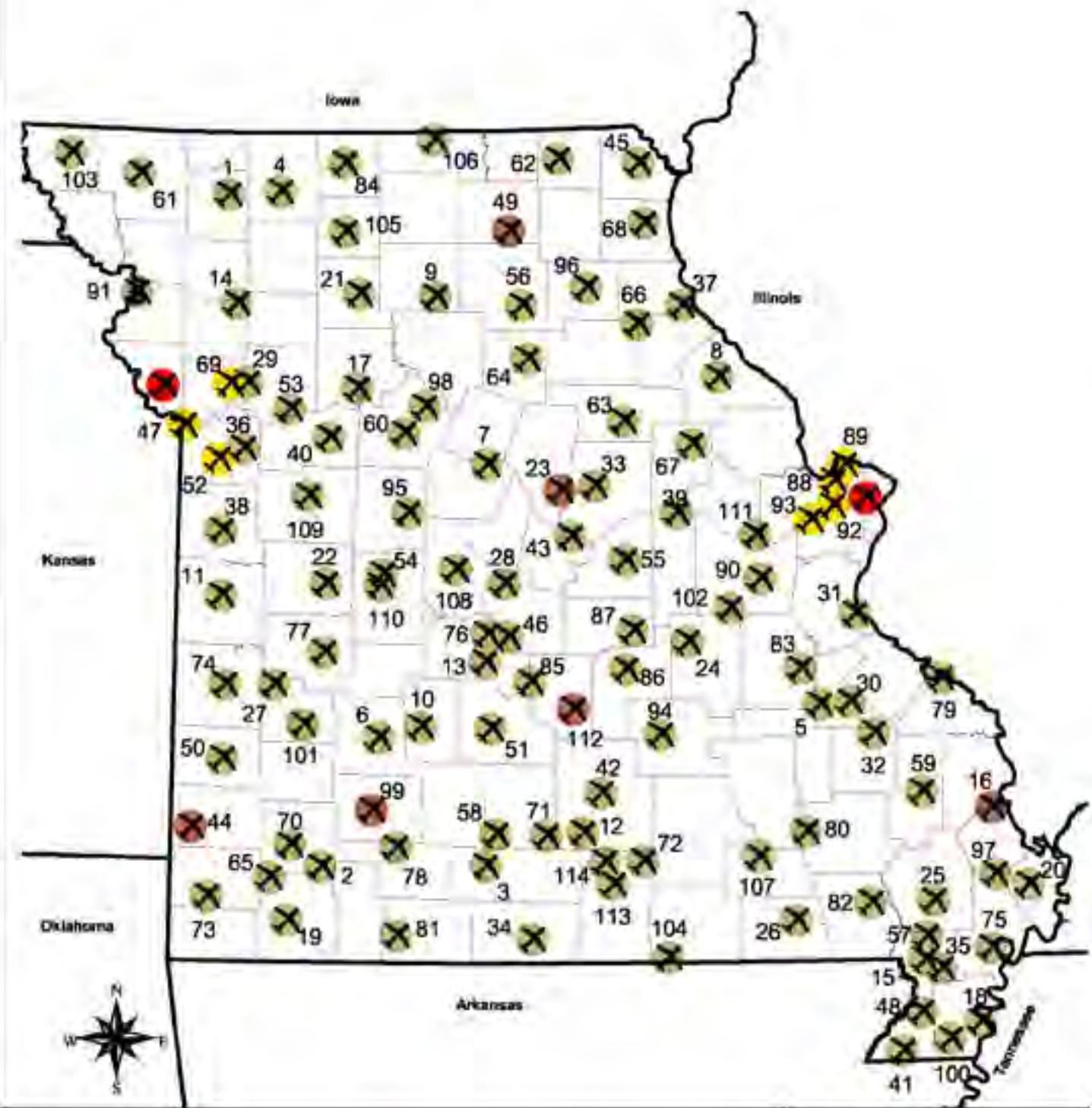


**Chapter 2:
Inventory**



This page intentionally left blank.

FAA Airports Classification



ASSOCIATED CITY

- 1 ALBANY
- 2 JERRY SUMMERS SR. AURORA MUNICIPAL
- 3 AVA
- 4 BETHANY
- 5 BISMARCK
- 6 BOLIVAR
- 7 BOONVILLE
- 8 BOWLING GREEN
- 9 BROOKFIELD/MARCELINE
- 10 BUFFALO
- 11 BUTLER
- 12 CABOOL
- 13 CAMDENTON
- 14 CAMERON
- 15 CAMPBELL
- 16 CAPE GIRARDEAU
- 17 CARROLLTON
- 18 CARUTHERSVILLE
- 19 CASSVILLE
- 20 CHARLESTON
- 21 CHILLICOTHE
- 22 CLINTON
- 23 COLUMBIA
- 24 CUBA
- 25 DEXTER
- 26 DONIPHAN
- 27 EL DORADO SPRINGS
- 28 ELDON
- 29 EXCELSIOR SPRINGS
- 30 FARMINGTON
- 31 FESTUS
- 32 FREDERICKTOWN
- 33 FULTON
- 34 GAINESVILLE
- 35 GIDEON
- 36 GRAIN VALLEY
- 37 HANNIBAL
- 38 HARRISONVILLE
- 39 HERMANN
- 40 HIGGINSVILLE
- 41 HORNERSVILLE
- 42 HOUSTON
- 43 JEFFERSON CITY
- 44 JOPLIN
- 45 KAHOKA
- 46 KAISER/LAKE OZARK
- 47 KANSAS CITY
- 48 KENNETT
- 49 KIRKSVILLE
- 50 LAMAR
- 51 LEBANON
- 52 LEE'S SUMMIT
- 53 LEXINGTON
- 54 LINCOLN
- 55 LINN
- 56 MACON
- 57 MALDEN

AIRPORT NAME

- 1 ALBANY MUNICIPAL
- 2 AURORA MEMORIAL MUNICIPAL
- 3 AVA BILL MARTIN MEMORIAL
- 4 BETHANY MEMORIAL
- 5 BISMARCK MEMORIAL
- 6 BOLIVAR MUNICIPAL
- 7 JESSE VIERTEL MEMORIAL
- 8 BOWLING GREEN MUNICIPAL
- 9 NORTH CENTRAL MISSOURI REGIONAL
- 10 BUFFALO MUNICIPAL
- 11 BUTLER MEMORIAL
- 12 CABOOL MEMORIAL
- 13 CAMDENTON MEMORIAL
- 14 CAMERON MEMORIAL
- 15 CAMPBELL MUNICIPAL
- 16 CAPE GIRARDEAU REGIONAL
- 17 CARROLLTON MEMORIAL
- 18 CARUTHERSVILLE MEMORIAL
- 19 CASSVILLE MUNICIPAL
- 20 MISSISSIPPI COUNTY
- 21 CHILLICOTHE MUNICIPAL
- 22 CLINTON MEMORIAL
- 23 COLUMBIA REGIONAL
- 24 CUBA MUNICIPAL
- 25 DEXTER MUNICIPAL
- 26 DONIPHAN MUNICIPAL
- 27 EL DORADO SPRINGS MEMORIAL
- 28 ELDON MODEL AIRPARK
- 29 EXCELSIOR SPRINGS MEMORIAL
- 30 FARMINGTON REGIONAL
- 31 FESTUS MEML
- 32 FREDERICKTOWN REGIONAL
- 33 ELTON HENSLEY MEMORIAL
- 34 GAINESVILLE MEMORIAL
- 35 GIDEON MEMORIAL
- 36 EAST KANSAS CITY
- 37 HANNIBAL MUNICIPAL
- 38 LAWRENCE SMITH MEMORIAL
- 39 HERMANN MUNICIPAL
- 40 HIGGINSVILLE INDUSTRIAL MUNICIPAL
- 41 HORNERSVILLE MEMORIAL
- 42 HOUSTON MEMORIAL
- 43 JEFFERSON CITY MEMORIAL
- 44 JOPLIN REGIONAL
- 45 KAHOKA MUNICIPAL
- 46 LEE C FINE MEMORIAL
- 47 KANSAS CITY DOWNTOWN
- 48 KENNETT MEMORIAL
- 49 KIRKSVILLE REGIONAL
- 50 LAMAR MUNICIPAL
- 51 FLOYD W. JONES
- 52 LEE'S SUMMIT MUNICIPAL
- 53 LEXINGTON MUNICIPAL
- 54 LINCOLN MUNICIPAL
- 55 LINN STATE TECHNICAL COLLEGE AIRPORT
- 56 MACON-FOWER MEMORIAL
- 57 MALDEN REGIONAL

ASSOCIATED CITY

- 58 MANSFIELD
- 59 MARBLE HILL
- 60 MARSHALL
- 61 MARYVILLE
- 62 MEMPHIS
- 63 MEXICO
- 64 MOBERLY
- 65 MONETT
- 66 MONROE CITY
- 67 MONTGOMERY CITY
- 68 MONTICELLO
- 69 MOSBY
- 70 MOUNT VERNON
- 71 MOUNTAIN GROVE
- 72 MOUNTAIN VIEW
- 73 NEOSHO
- 74 NEVADA
- 75 NEW MADRID
- 76 OSAGE BEACH
- 77 OSCEOLA
- 78 OZARK
- 79 PERRYVILLE
- 80 PIEDMONT
- 81 POINT LOOKOUT
- 82 POPLAR BLUFF
- 83 POTOSI
- 84 PRINCETON
- 85 RICHLAND
- 86 ROLLA
- 87 ROLLANICHY
- 88 ST CHARLES
- 89 ST CHARLES
- 90 ST CLAIR
- 91 ST JOSEPH
- 92 ST LOUIS
- 93 ST LOUIS
- 94 SALEM
- 95 SEDALIA
- 96 SHELBYVILLE
- 97 SIKESTON
- 98 SLATER
- 99 SPRINGFIELD
- 100 STEELE
- 101 STOCKTON
- 102 SULLIVAN
- 103 TARKIO
- 104 THAYER
- 105 TRENTON
- 106 UNIONVILLE
- 107 VAN BUREN
- 108 VERSAILLES
- 109 WARRENSBURG
- 110 WARSAW
- 111 WASHINGTON
- 112 WAYNESVILLE
- 113 WEST PLAINS
- 114 WILLOW SPRINGS

AIRPORT NAME

- 58 MANSFIELD MUNICIPAL
- 59 TWIN CITY AIRPARK
- 60 MARSHALL MEMORIAL MUNICIPAL
- 61 MARYVILLE MEMORIAL
- 62 MEMPHIS MEMORIAL
- 63 MEXICO MEMORIAL
- 64 OMAR N BRADLEY
- 65 MONETT MUNICIPAL
- 66 MONROE CITY REGIONAL
- 67 MONTGOMERY-WEHIRMAN
- 68 LEWIS COUNTY REGIONAL
- 69 CLAY COUNTY REGIONAL
- 70 MOUNT VERNON MUNICIPAL
- 71 MOUNTAIN GROVE MEMORIAL
- 72 MOUNTAIN VIEW
- 73 HUGH ROBINSON MEMORIAL
- 74 NEVADA MUNICIPAL
- 75 COUNTY MEMORIAL
- 76 GRAND GLAIZE
- 77 OSCEOLA MUNICIPAL
- 78 AIR PARK SOUTH
- 79 PERRYVILLE MUNICIPAL
- 80 PIEDMONT MUNICIPAL
- 81 M GRAHAM CLARK
- 82 POPLAR BLUFF MUNICIPAL
- 83 WASHINGTON COUNTY
- 84 PRINCETON-KAUFFMAN MEMORIAL
- 85 RICHLAND MUNICIPAL
- 86 ROLLA DOWNTOWN
- 87 ROLLA NATIONAL
- 88 ST CHARLES
- 89 ST CHARLES COUNTY SMARTT
- 90 ST CLAIR REGIONAL
- 91 ROSECRANS MEMORIAL
- 92 GREVE COEUR
- 93 SPIRIT OF ST LOUIS
- 94 SALEM MEMORIAL
- 95 SEDALIA MEMORIAL
- 96 SHELBY COUNTY
- 97 SIKESTON MEMORIAL MUNICIPAL
- 98 SLATER MEMORIAL
- 99 SPRINGFIELD-BRANSON REGIONAL
- 100 STEELE MUNICIPAL
- 101 STOCKTON MUNICIPAL
- 102 SULLIVAN REGIONAL
- 103 GOULD PETERSON MUNICIPAL
- 104 THAYER MEMORIAL
- 105 TRENTON MUNICIPAL
- 106 UNIONVILLE MUNICIPAL
- 107 BOLLINGER-CRASS MEMORIAL
- 108 ROY OTTEN MEMORIAL AIRFIELD
- 109 CMSU MAX B SWISHER SKYHAVEN
- 110 WARSAW MUNICIPAL
- 111 WASHINGTON MEMORIAL
- 112 WAYNESVILLE RGNL ARPT AT FORNEY FIELD
- 113 WEST PLAINS MUNICIPAL
- 114 WILLOW SPRINGS MEMORIAL
- KANSAS CITY INTERNATIONAL
- LAMBERT -ST. LOUIS INTERNATIONAL AIRPORT

Legend:

- Commercial
- Reliever
- General Aviation

KANSAS CITY INTERNATIONAL
 LAMBERT - ST. LOUIS
INTERNATIONAL AIRPORT

Interstate



Source: ESRI 2002
Projection: North American 1983

Seaplane Facilities

There are three seaplane facilities in Missouri – two are owned by the U.S. Army Corps of Engineers and one is owned by the City of Osage Beach. These facilities are not regularly attended and do not provide any aircraft services such as fuel or maintenance; therefore, they are not listed in the tables with the rest of the public use airports in Missouri.

The following are the seaplane bases in the State of Missouri:

U.S. Army Corps of Engineers

Harry S. Truman Dam & Reservoir

Stockton Lake

Osage Beach

Tan Tar A Resort Seaplane Base

Airspace

An inventory of the airspace features in Kansas City and St. Louis metropolitan areas is necessary to understand the aviation system's existing conditions. Discussions of the traffic flow serving Kansas City International Airport and Lambert - St. Louis International Airport as well as the neighboring general aviation airports are included in the inventory.

Air traffic management is a service provided by the federal government, assigned to the Federal Aviation Administration and, in the case of Special Use Airspace, to the U.S. Department of Defense. Meteorological conditions determine the rules in which flight operations are conducted. The rules are classified as Visual Flight Rules (VFR) and Instrument Flight Rules (IFR).

Instrument meteorological weather conditions (IMC) are defined by visibility, distance from clouds, and ceiling less than the minima specified for visual meteorological conditions. As a rule-of-thumb, IMC occurs when the cloud ceiling is lower than 1000 feet above ground level and visibility is less than 3 statute miles, but varies with airspace classification, altitude, and time of day. IMC conditions require aircraft landing at a civil airport to follow prescribed Instrument Flight Rules (IFR) procedures, including a standard instrument approach procedure (SIAP). The overall purpose of SIAP is to ensure safe clearance over obstacles when flying in IFR conditions.

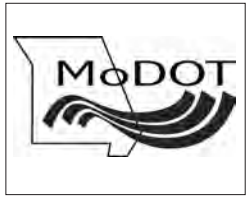
A standard instrument approach procedure is defined as either precision or non-precision. A precision approach includes an electronic glide slope for vertical guidance in addition to directional information. The electronic glide slope provides the pilot with a vertical path therefore ensuring that an aircraft is at a specific altitude at a specific location. Precision approaches allow an aircraft to descend to lower altitudes than non-precision approaches.

Unlike precision approaches, non-precision approaches only offer directional guidance, while the aircraft's barometric altimeter provides vertical measurements to the pilot. Non-precision approaches are termed straight-in or circling. Straight-in approaches are based on course guidance that is generally aligned with the centerline of the runway. Circling approaches are generally designed when the instrument approach is not aligned with the runway or when maximum descent gradients are exceeded.

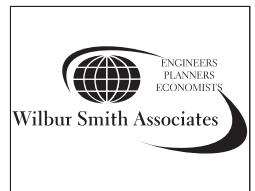
While flight rules are applied to all aircraft regardless of the proximity to any particular airfield, the airspace classification system segregates levels of airspace based on the traffic level of the closest airport and contains rules and regulations for each class. The sections below review airspace features and air traffic management issues associated with airports in the Kansas City and St. Louis areas.

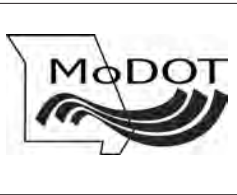
Kansas City Airspace Features

The airspace classification system in the U.S. is used to denote airspace segregation based on level of control and to ensure the safety of pilots and passengers. There are six designated classes. The following sections describe each classification in relation to the airspace and airports in the Kansas City area.

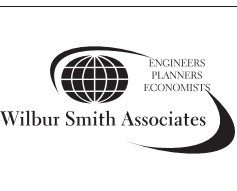


Chapter 2: Inventory





Chapter 2: Inventory



Class A

Class A airspace provides the highest level of control. It extends from 18,000 feet up to Flight Level (FL) 600 (60,000 feet). The minimum pilot certification required to operate within Class A airspace is an Instrument Rating, since all aircraft are required to operate under IFR. All airspace above 18,000 feet and below FL 600 over Kansas City is designated as Class A.

Class B

Kansas City International Airport (MCI) lies within Class B airspace. The configuration of the Class B airspace includes lateral and vertical boundaries. The class B airspace remains within a 30 nautical mile ring (see **Exhibit 2-11**). The ceiling of the Class B airspace is 8,000 feet. A five nautical mile ring surrounds the airfield. The vertical limits of the ring include the airspace from the surface up to 8,000 feet. Next, there is a 10 nautical mile ring, with a floor beginning at 2,400 feet. A 15 nautical mile ring extends from a floor of 3,000 feet. Finally, the Class B airspace includes a 20 nautical mile ring, extending from 4,000 up to the ceiling at 8,000 feet. A "cutout" exists in the south east sections of the 10 and 15 nautical mile rings in order to accommodate the Class D airspace over Kansas City Downtown Airport (MKC). Two additional cutouts are located on the western sections of the five and 10 nautical mile rings. These cutouts are designated to separate the MCI traffic from flights into and out of Sherman AAF and Noah's Ark, a private airfield.

Class B airspace offers specific radar services to VFR and IFR aircraft to provide higher levels of control, thus enhancing safety. The airspace is designed to separate arrivals, departures and satellite operations. Airspace management of MCI Class B airspace is covered in a later section of the study. A clearance is required to enter Class B airspace. In addition, a mode-c transponder, which transmits aircraft altitude, is required unless a waiver is granted. All IFR and VFR aircraft are provided radar separation. The minimum pilot qualifications include a private license or student certificate.

Class C

In general, Class C airspace normally extends from 1,200 feet up to and including 4,000 feet in a 10 nautical mile ring around the airfield. An inner 5 nautical mile ring will usually extend from the surface up to and including 4,000 feet. Class C airspace also normally includes a 20 nautical mile ring with vertical limits determined by radar or radio capability of the airport. The requirements for Class C radio communication include the establishment of two-way communication between an aircraft and air traffic control. Those aircraft without radio communications or a transponder can operate within Class C airspace with a Letter of Agreement, facility directive, or special arrangement with air traffic control. Air traffic control separates VFR traffic from IFR traffic within Class C airspace and provides traffic advisories and safety alerts to both VFR and IFR aircraft. There are no airports with Class C airspace located within the boundaries of MCI Class B airspace.

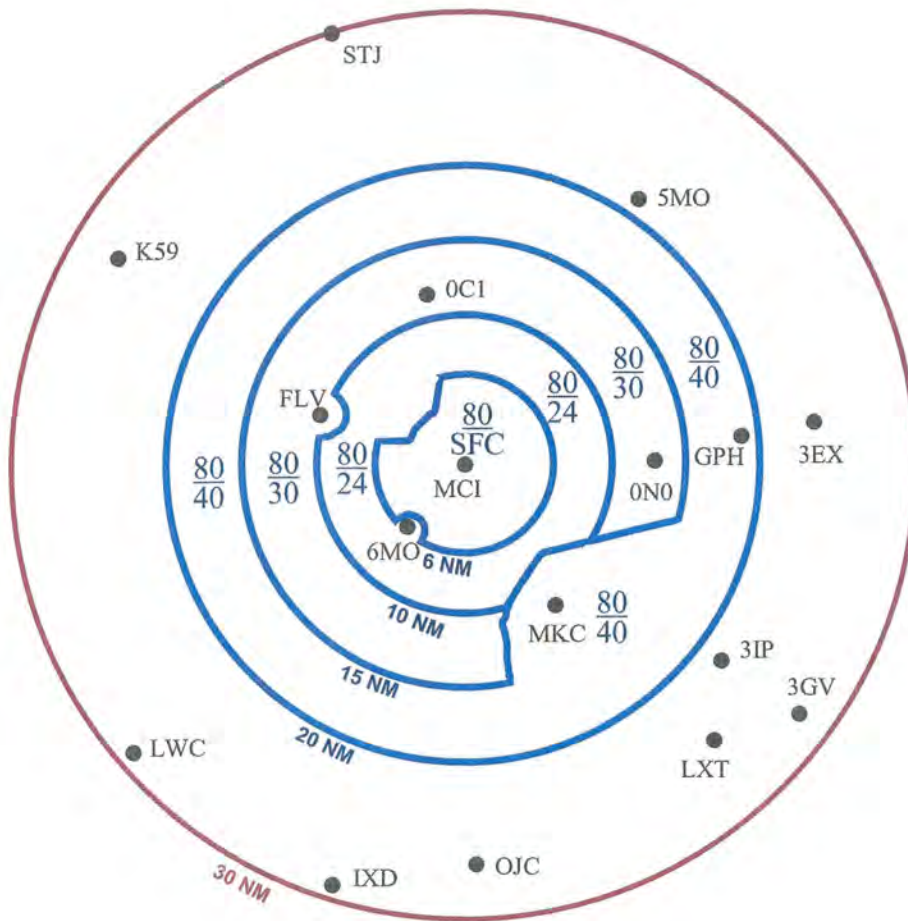
Class D

The configuration of Class D airspace is individually tailored to the specific airfield. However, in general, it extends from the surface up to 2,500 feet around those airfields with an Air Traffic Control Tower. Class D air traffic control is not required to provide separation for VFR aircraft, with the exception of pattern traffic, or runway operations. It is necessary to maintain two-way radio communication. A pilot must, at a minimum, hold a student certificate.

The following airports are surrounded by Class D airspace and lie within the MCI Class B 30 nautical mile ring:

- ☐ Kansas City Downtown Airport
- ☐ Johnson County Executive Airport
- ☐ New Century Airport
- ☐ Excelsior Springs Airport
- ☐ Rosecrans Memorial Airport

MCI Class B Airspace



MCI - Kansas City International
 IXD - New Century
 OJC - Johnson County Executive
 STJ - Rosecrans Memorial
 3EX - Excelsior Springs Memorial
 GPH - Clay County Regional
 ONO - Roosterville Airport
 FLV - Sherman AAF

K59 - Amelia Earhart
 LWC - Lawrence Airport
 5MO - Plattsburg Airport
 OC1 - Rainbow Air Village
 LXT - Lee's Summit Municipal
 3IP - Independence Memorial
 6MO - Noah's Ark
 MKC - Kansas City Downtown

Exhibit 2-11

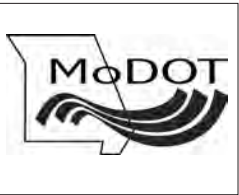


Source: ESRI 2002
 Projection: North American 1983

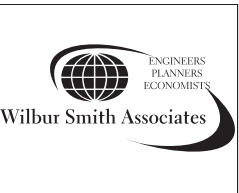


Chapter 2: Inventory





Chapter 2: Inventory



Class E

The controlled airspace surrounding non-towered airports is designated as Class E airspace. In addition, if the airspace in any controlled area is not Class A, Class B, or Class D, it also is designated as Class E. There is no VFR aircraft separation provided. Two-way radio communication is not required within Class E. The following airports are surrounded by Class E airspace and lie within the MCI Class B 30 nautical mile ring:

- ☐ Roosterville Airport
- ☐ Clay County Airport
- ☐ Excelsior Springs Airport
- ☐ Sherman AAF
- ☐ Noah's Ark
- ☐ Lawrence Airport
- ☐ Amelia Earhart Airport
- ☐ Rainbow Air Village
- ☐ Plattsburg Airport
- ☐ Lee's Summit Municipal
- ☐ Independence Memorial Airport

Class G

This includes any airspace that is not controlled. There is no VFR separation service and two-way radio communications are not required.

Kansas City Airspace Management

The following section details the various rules of traffic handling within the MCI Class B airspace as well as the organization with the Whiteman RAPCON in the southeast and St. Joseph RAPCON in the north.

MCI Arrivals

MCI Class B airspace includes two arrival sectors, east and west. There are four arrival gates, BQS, in the northeast; TYGER, in the southeast; JHAWK, in the southwest; and RBA, in the northwest. During south flow, which occurs approximately 60% of the time, turbojet aircraft enter RBA and BQS at 12,000 feet, while aircraft enter JHAWK and TYGER at 11,000 feet. In addition, turboprop aircraft enter the northern gates at 8,000 feet or 10,000 feet and the southern gates at 8,000 feet. During north flow, which occurs approximately 40% of the time, turbojet aircraft enter RBA and BQS at 11,000 feet and JHAWK and TYGER at 12,000 feet. Also, turboprop aircraft enter the southern gates at 8,000 feet or 10,000 feet and the northern gates at 8,000 feet. **Table 2-17** summarizes MCI arrival gate procedures.

Table 2-17
MCI Arrival Gate Procedures (feet)

Arrival Gate	Jet Aircraft		Turboprop Aircraft	
	South Flow	North Flow	South Flow	North Flow
TYGER	11,000	12,000	8,000	8,000/10,000
JHAWK	11,000	12,000	8,000	8,000/10,000
RBA	12,000	11,000	8,000/10,000	8,000
BQS	12,000	11,000	8,000/10,000	8,000

Source: Trans Solutions

MCI Departures

Aircraft departing MCI travel out of the Class B airspace in the four areas between the arrival gates, to the extreme north, east, south, and west. In general, jet aircraft are issued to climb to an altitude of 15,000 feet or lower, if requested by the pilot. Propeller aircraft are assigned an altitude of 8,000 feet or 15,000 feet, depending on overtaking situations.

MCI Satellite Operations

MCI is responsible for IFR traffic and practice instrument approach separation at New Century Airport (IXD), Johnson County Executive Airport (OJC), and Rosecrans Memorial Airport (STJ). According to a Letter of Agreement (LOA) between MCI TRACON and IXD, IFR arrivals are handed over 5 minutes from the final approach fix and VFR practice instrument approaches are handed off 10 nautical miles from the runway. MCI TRACON can vector VFR aircraft through IXD Class D airspace at 3,500 feet and IFR aircraft at 3,000 feet.

An LOA between MCI TRACON and OJC follows in the same manner. IFR arrivals and VFR practice instrument approaches are handed over 5 minutes from the final approach fix at OJC. MCI TRACON can vector VFR aircraft through OJC Class D airspace at 3,500 feet and IFR aircraft at 3,000 feet.

Finally, MCI TRACON and STJ issued an LOA stating that IFR arrivals are handed over 5 minutes from the final approach fix and VFR practice instrument approaches are handed off 10 nautical miles from the runway. MCI TRACON can vector IFR and VFR aircraft through STJ Class D airspace above 3,000 feet.

RAPCON Coordination

Whiteman Air Force Base is located southeast of MCI, outside of the Class B 30 nautical mile outer ring. The Whiteman RAPCON controls aircraft within the designated area below 9,000 feet. The only interaction and coordination of aircraft between Whiteman RAPCON and MCI TRACON occurs in the TYGER arrival airspace in the southeast corner of the TYGER arrival gate. MCI TRACON controls the airspace from 7,000 feet up to 14,000 feet. Whiteman RAPCON controls the airspace below 7,000 feet. All piston aircraft landing at MCI or its satellites exit the RAPCON coordination area at 6,000 feet or below. Turboprop and turbojet aircraft landing at MCI enter the TRACON airspace at 8,000 feet.

St. Louis Airspace Features

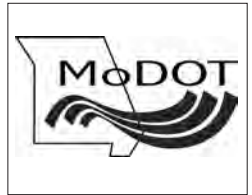
The following sections describe the six designated airspace classes in the St. Louis area.

Class A

Class A airspace extends from 18,000 feet up to Flight Level 600 (60,000 feet). The minimum pilot certification required to operate within Class A airspace is an Instrument Rating, since all aircraft are required to operate under Instrument Flight Rules (IFR). All airspace above 18,000 feet and below FL 600 over St. Louis is designated as Class A.

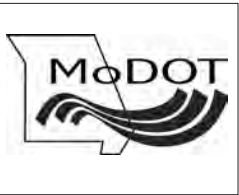
Class B

Lambert-St. Louis International Airport (STL) lies within Class B airspace. The configuration of the class B airspace includes lateral and vertical boundaries as shown in **Exhibit 2-12**. The Class B airspace remains within a 30 nautical mile ring. The ceiling of the Class B airspace is 8,000 feet. A six nautical mile ring surrounds the airfield with vertical limits from the surface up to 8,000 feet. Next, there is a 10 nautical mile ring, with a floor beginning at 2,000 feet. The southern border of the 10 nautical mile ring is narrowed over the city of St. Louis. A 15 nautical mile ring extends from a floor of 3,000 feet. A 20 nautical mile ring extends from 5,000 up to the ceiling at 8,000 feet. Finally, two Class B extensions are designated in the southeast and northwest of the 30 nautical mile ring. The floor of these extensions begins at 4,500 feet. Note that these extensions begin within the 20 nautical mile ring. A cutout exists in the north sections of the six nautical mile ring along the Missouri River. A second cutout in the eastern section of the six nautical mile ring extends from 1,700 feet up to 8,000 feet to accommodate Creve Coeur Airport (1H0).

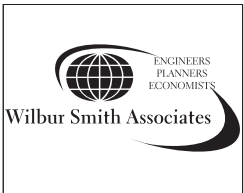


Chapter 2: Inventory

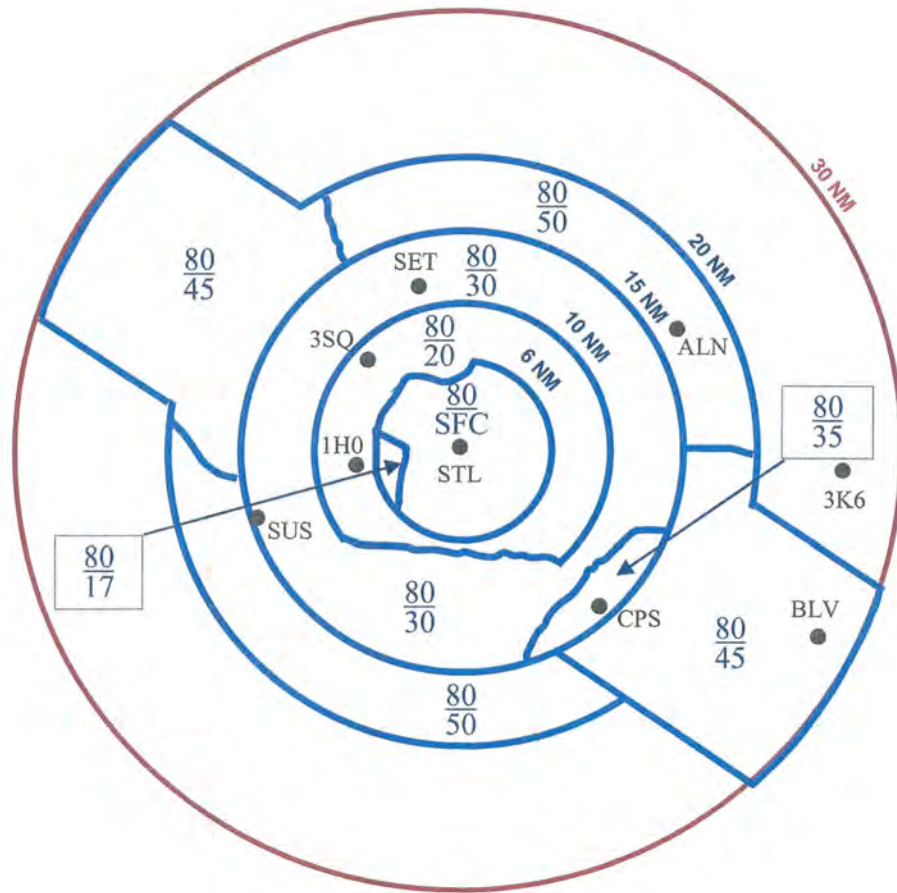




Chapter 2: Inventory



STL Class B Airspace



STL - Lambert - St. Louis International
 CPS - St. Louis Downtown
 SUS - Spirit of St. Louis
 ALN - St. Louis Regional
 BLV - MidAmerica
 1H0 - Creve Coeur
 3GV - East Kansas City
 3SQ - St. Charles Airport
 SET - St. Charles County - Smartt

Exhibit 2-12



Source: ESRI 2002
 Projection: North American 1983

Class B airspace offers specific radar services to all aircraft in order to provide higher levels of control. The airspace is designed to separate arrivals, departures and satellite operations. A clearance and a mode-c transponder are required for operations within Class B airspace. All IFR and VFR aircraft are provided radar separation. The minimum pilot qualifications include a private license or student certificate.

Class C

As discussed in an earlier section, Class C airspace normally extends from 1,200 feet up to and including 4,000 feet in a 10 nautical mile ring around the airfield with an inner 5 nautical mile ring down to the surface. Class C airspace also normally includes a 20 nautical mile ring with vertical limits determined by radar or radio capability of the airport. There are no airports with Class C airspace located within the boundaries of STL Class B airspace.

Class D

Class D airspace boundaries are individually constructed for a given airfield. In general, it extends from the surface up to 2,500 feet around airfields with an Air Traffic Control Tower. Class D air traffic control provides separation for all aircraft conducting runway operations. Two-way communication is required. A pilot must, at a minimum, hold a student certificate. The following airports are surrounded by Class D airspace and lie within the STL Class B 30 nautical mile ring:

- ☐ St. Louis Downtown Airport
- ☐ Spirit of St. Louis Airport
- ☐ St. Louis Regional Airport
- ☐ MidAmerica Airport

Class E

Class E airspace surrounds non-towered airports, but remains controlled airspace. In addition, Class E airspace includes the airspace in any controlled area, which is not Class A, Class B, or Class D. There is no VFR aircraft separation provided and two-way radio communication is not required within Class E. The following public airports are surrounded by Class E airspace and lie within the STL Class B 30 nautical mile ring:

- ☐ Creve Coeur Airport
- ☐ St. Charles Airport
- ☐ St. Charles County-Smarth Airport
- ☐ St. Louis Metro East/Shafter Airport

Class G

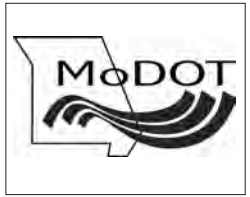
This includes any airspace that is not controlled. There is no VFR separation service and two-way radio communications are not required.

St. Louis Airspace Management

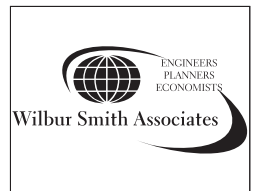
The following section details the various rules of traffic handling within the STL Class B airspace, including STL operations and satellite airport coordination.

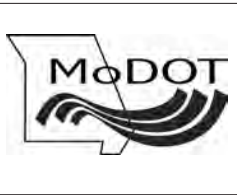
STL Arrivals

STL Class B airspace includes two arrival sectors, north and south. There are five arrival gates, one of which is used by turboprop arrivals only. The arrival gates include LORLE in the northwest, PETTI in the northeast, QBALL in the southeast, and KAYLA in the southwest. A turboprop-only gate lies in the north over PETTI. During west flow, Runway 30 configuration, jets enter PETTI at 11,000 feet, descending to 7,000 feet, KAYLA at 15,000 feet, descending to 6,000 feet, QBALL at 11,000 feet, descending to 8,000 feet, and LORLE at 15,000 feet, descending to 5,000 feet. Turboprop aircraft enter Class B airspace in

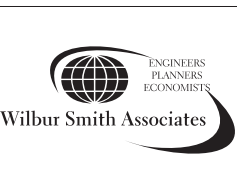


Chapter 2: Inventory





Chapter 2: Inventory



the northeast at 7,000 feet. During east flow, jet aircraft enter PETTI descending to 6,000 feet, KAYLA descending to 7,000 feet, QBALL descending to 5,000 feet, and LORLE descending to 8,000 feet. Turboprop aircraft enter the airspace at 7,000 feet. During simultaneous ILS/LDA approaches at STL, the aircraft on the right side of the final approach is kept 1,000 feet lower than the aircraft on the left in order to maintain safe vertical separation. **Table 2-18** summarizes the STL arrival gate procedures.

Table 2-18
STL Arrival Gate Procedures (feet)

Arrival Gate	Jet Aircraft		Turboprop Aircraft	
	West Flow	East Flow	West Flow	East Flow
PETTI	7,000	6,000	7,000	7,000
QBALL	8,000	5,000		
KAYLA	6,000	7,000		
LORLE	5,000	8,000		

Source: Trans Solutions

STL Departures

Aircraft departing STL travel out of the Class B airspace following published Standard Instrument Departures (SIDs). There are seven SIDs used at STL. The BLUES TWO DEPARTURE directs aircraft out to the east south east of the Class B airspace. The CARDS SIX DEPARTURE directs aircraft north. The GATEWAYS FOUR DEPARTURE transitions departures to the east. The LINDBERGH TWO DEPARTURE, or LINDY TWO, sends aircraft out of the southwest corner of the Class B airspace. The OZARK THREE DEPARTURE transitions aircraft out of the northwest. The PLESS ONE DEPARTURE directs aircraft to the southeast. Finally, the TURBO FOUR DEPARTURE is used to clear aircraft either to the northeast or southeast, depending on their requested route. In general, jet aircraft are issued to climb to an altitude of 5,000 feet off of the runway, followed by an assigned altitude approximately 10 minutes after takeoff.

STL Satellite Operations

STL is responsible for IFR traffic and practice instrument approach separation at MidAmerica Airport (BLV), Spirit of St. Louis (SUS), St. Louis Downtown (CPS), and St. Louis Regional (ALN). According to a Letter of Agreement (LOA) between STL and BLV, the St. Louis TRACON controls aircraft operating within that portion of the BLV Class D airspace at and above 3,000 feet. In addition, STL sequences BLV arrivals and receives BLV departures one nautical mile off of the runway.

St. Louis TRACON and ALN published an LOA which states that separation between ALN IFR arrivals and departures as well as VFR practice instrument approaches will be the responsibility of St. Louis TRACON. Aircraft will be handed off to St. Louis TRACON one nautical mile off of the runway. In addition, St. Louis TRACON controls aircraft operating within that portion of the ALN Class D airspace at and above 3,000 feet.

Similarly, according to an LOA with CPS, St. Louis TRACON controls aircraft operating within that portion of the CPS Class D airspace at 3,000 feet, sequences CPS arrivals, and receives CPS departures one nautical mile off of the runway.

An LOA between STL and SUS states that St. Louis TRACON will control aircraft operating within SUS Class D airspace at and above 3,000 feet. St. Louis TRACON sequences SUS arrivals and executes a handoff of IFR approaches six nautical miles from SUS. Departures out of SUS are transferred to STL TRACON one nautical mile off of the runway.

IFR Approaches

In general, all military, cargo, and passenger carrier flights conduct operations using an IFR flight plan. During VFR conditions, it is typical for the above mentioned aircraft to cancel the IFR flight plan only after being established on the final approach segment. Practice instrument approaches, conducted

by students or licensed pilots, are typically conducted repeatedly at individual airports in preparation for the flight exam or check ride. The availability of an instrument approach procedure allows air traffic control to provide separation between sequential arrivals, monitor departure procedures, and otherwise maximize the available airspace capacity. **Table 2-19** details the instrument approaches currently published at the airports in the MCI and STL areas. The addition of published instrument approach procedures would be a useful and efficient method of attracting students and licensed pilots practicing approaches to select satellite airports in the Kansas City and St. Louis areas.

With the upcoming commissioning of STL's new 9,000 foot third parallel runway in summer 2006 the airspace surrounding STL will be changing. The new airspace will account for the new runway and it is expected that FAA will have a final decision on changes to the Class B airspace in April 2006.



Chapter 2: Inventory





Chapter 2: Inventory



Table 2-19
Instrument Approaches

Airport Code	Airport	VOR	GPS	NDB	ILS	LOC	BC	CA	RNAV	ATCT
Scheduled Service Airports										
STL	Lambert - St. Louis International	✓	✓		✓				✓	✓
MKC	Kansas City Downtown	✓	✓	✓	✓					✓
IXD	New Century				✓					✓
OJC	Johnson County Executive	✓	✓	✓		✓		✓	✓	✓
STJ	Rosencrans Memorial	✓	✓	✓	✓	✓	✓		✓	✓
MCI	Kansas City International	✓	✓	✓	✓	✓	✓		✓	✓
CPS	St. Louis Downtown				✓					✓
SUS	Spirit of St. Louis		✓	✓	✓					✓
ALN	St. Louis Regional				✓					✓
BLV	MidAmerica		✓		✓	✓				✓
General Aviation Airports										
3EX	Excelsior Springs Memorial	✓	✓							
GPH	Clay County Regional		✓	✓					✓	
ON0	Roosterville Airport									
FLV	Sherman AAF									
K59	Amelia Earhart	✓	✓						✓	
LWC	Lawrence Airport	✓	✓	✓	✓			✓	✓	
6MO	Plattsburg Airport									
0C1	Rainbow Air Village									
LXT	Lee's Summit Municipal		✓	✓				✓	✓	
1H0	Creve Coeur		✓						✓	
3SQ	St. Charles Airport	✓	✓							
SET	St. Charles County - Smartt	✓	✓							
3K6	St. Louis Metro East/Shافر									
3GV	East Kansas City	✓	✓						✓	
3IP	Independence Memorial		✓	✓						
6MO	Noah's Ark									

Legend:

VOR: Very High Freq. Omnirange Approach

GPS: Global Positioning System Approach

NDB: Nondirectional Beacon

ILS: Instrument Landing System

LOC: Localizer

BC: Backcourse Approach

CA: Circling Approach

RNAV: Radar Approach

ATCT: Air Traffic Control Tower

Source: Trans Solutions

Table 2-8
Airport Plan Information

	Associated City	Airport	Master/Action Plan	Environmental Analysis	Wildlife Management Plan	Business Plan	Marketing Plan	Economic Impact	Exhibit "A" Property Map	Other Studies
1	Albany	Albany Municipal	✓						✓	
2	Aurora	Jerry Summers Sr. Aurora Municipal	✓							
3	Ava	Ava Bill Martin Memorial								
4	Bethany	Bethany Memorial							✓	
5	Bismarck	Bismarck Memorial								
6	Bolivar	Bolivar Municipal	✓	✓					✓	✓
7	Boonville	Jesse Viertel Memorial	✓						✓	
8	Bowling Green	Bowling Green Municipal	✓						✓	
9	Brookfield/Marceline	North Central Missouri Regional	✓	✓					✓	✓
10	Buffalo	Buffalo Municipal								
11	Butler	Butler Memorial	✓						✓	
12	Cabool	Cabool Memorial							✓	✓
13	Camdenton	Camdenton Memorial	✓	✓						
14	Cameron	Cameron Memorial	✓	✓						
15	Campbell	Campbell Municipal								
16	Cape Girardeau	Cape Girardeau Regional	✓			✓	✓		✓	
17	Carrollton	Carrollton Memorial								
18	Caruthersville	Caruthersville Memorial	✓						✓	
19	Cassville	Cassville Municipal	✓						✓	
20	Charleston	Mississippi County	✓						✓	
21	Chillicothe	Chillicothe Municipal	✓	✓					✓	
22	Clinton	Clinton Memorial	✓	✓					✓	
23	Columbia	Columbia Regional	✓	✓				✓	✓	✓
24	Cuba	Cuba Municipal								
25	Dexter	Dexter Municipal	✓					✓	✓	
26	Doniphan	Doniphan Municipal							✓	
27	El Dorado Springs	El Dorado Springs Memorial							✓	
28	Eldon	Eldon Model Airpark	✓						✓	
29	Excelsior Springs	Excelsior Springs Memorial				✓			✓	
30	Farmington	Farmington Regional	✓							
31	Festus	Festus Memorial								
32	Fredericktown	Fredericktown Regional	✓						✓	✓
33	Fulton	Elton Hensley Memorial	✓	✓					✓	
34	Gainesville	Gainesville Memorial								
35	Gideon	Gideon Memorial								
36	Grain Valley	East Kansas City								
37	Hannibal	Hannibal Municipal	✓							
38	Harrisonville	Lawrence Smith Memorial	✓						✓	
39	Hermann	Hermann Municipal								

Table 2-8
Airport Plan Information

	Associated City	Airport	Master/Action Plan	Environmental Analysis	Wildlife Management Plan	Business Plan	Marketing Plan	Economic Impact	Exhibit 'A' Property Map	Other Studies
40	Higginsville	Higginsville Industrial Municipal	✓	✓					✓	
41	Hornersville	Hornersville Memorial								
42	Houston	Houston Memorial	✓						✓	
43	Jefferson City	Jefferson City Memorial	✓	✓	✓				✓	
44	Joplin	Joplin Regional	✓		✓			✓	✓	
45	Kahoka	Kahoka Municipal								
46	Kaiser/Lake Ozark	Lee C Fine Memorial	✓							
47	Kansas City	Kansas City Downtown	✓	✓		✓	✓	✓	✓	
48	Kennett	Kennett Memorial	✓	✓					✓	
49	Kirksville	Kirksville Regional	✓						✓	
50	Lamar	Lamar Municipal								
51	Lebanon	Floyd W Jones	✓	✓						
52	Lee's Summit	Lee's Summit Municipal	✓	✓		✓	✓	✓	✓	✓
53	Lexington	Lexington Municipal	✓	✓					✓	
54	Lincoln	Lincoln Municipal								
55	Linn	Linn State Technical College Airport	✓	✓				✓	✓	
56	Macon	Macon-Fower Memorial	✓	✓				✓	✓	
57	Malden	Malden Regional	✓	✓					✓	
58	Mansfield	Mansfield Municipal								
59	Marble Hill	Twin City Airpark								
60	Marshall	Marshall Memorial Municipal	✓						✓	
61	Maryville	Northwest Missouri Regional	✓						✓	
62	Memphis	Memphis Memorial	✓							
63	Mexico	Mexico Memorial	✓						✓	
64	Moberly	Omar N Bradley	✓						✓	
65	Monett	Monett Municipal	✓							
66	Monroe City	Monroe City Regional								
67	Montgomery City	Montgomery-Wehman								
68	Monticello	Lewis County Regional	✓						✓	
69	Mosby	Clay County Regional	✓	✓					✓	
70	Mount Vernon	Mount Vernon Municipal								
71	Mountain Grove	Mountain Grove Memorial								
72	Mountain View	Mountain View								
73	Neosho	Hugh Robinson Memorial	✓	✓					✓	
74	Nevada	Nevada Municipal	✓							
75	New Madrid	County Memorial								
76	Osage Beach	Grand Glaize								
77	Osceola	Osceola Municipal								

Table 2-8
Airport Plan Information

	Associated City	Airport	Master/Action Plan	Environmental Analysis	Wildlife Management Plan	Business Plan	Marketing Plan	Economic Impact	Exhibit 'A' Property Map	Other Studies
78	Ozark	Air Park South	✓	✓					✓	
79	Perryville	Perryville Municipal	✓							
80	Piedmont	Piedmont Municipal								
81	Point Lookout	M Graham Clark								
82	Poplar Bluff	Poplar Bluff Municipal	✓						✓	
83	Potosi	Washington County	✓	✓					✓	
84	Princeton	Princeton-Kauffman Memorial								
85	Richland	Richland Municipal	✓						✓	
86	Rolla	Rolla Downtown	✓							✓
87	Rolla/Vichy	Rolla National	✓						✓	✓
88	Saint Charles	Saint Charles	✓							
89	Saint Charles	Saint Charles County Smartt	✓	✓					✓	✓
90	Saint Clair	Saint Clair Regional								
91	Saint Joseph	Rosecrans Memorial	✓		✓	✓	✓	✓	✓	
92	Saint Louis	Creve Coeur	✓	✓				✓	✓	
93	Saint Louis	Spirit Of Saint Louis	✓	✓		✓	✓		✓	
94	Salem	Salem Memorial	✓	✓					✓	
95	Sedalia	Sedalia Memorial	✓	✓					✓	
96	Shelbyville	Shelby County								
97	Sikeston	Sikeston Memorial Municipal	✓							
98	Slater	Slater Memorial								
99	Springfield	Springfield-Branson Regional	✓	✓	✓				✓	
100	Steele	Steele Municipal	✓							
101	Stockton	Stockton Municipal	✓							✓
102	Sullivan	Sullivan Regional	✓	✓					✓	
103	Tarkio	Gould Peterson Municipal	✓						✓	
104	Thayer	Thayer Memorial						✓		
105	Trenton	Trenton Municipal							✓	
106	Unionville	Unionville Municipal								
107	Van Buren	Bollinger Crass Memorial								
108	Versailles	Roy Otten Memorial	✓						✓	
109	Warrensburg	CMSU Max B Swisher Skyhaven	✓	✓					✓	
110	Warsaw	Warsaw Municipal	✓							
111	Washington	Washington Memorial	✓	✓	✓			✓	✓	✓
112	Waynesville	Waynesville (Regional Airt At Fomey Fld)								
113	West Plains	West Plains Municipal	✓	✓	✓				✓	
114	Willow Springs	Willow Springs Memorial								

Source: Airport Inventory and Data Survey

Table 2-9
2002 Aviation Activity

			Annual Operations										Based Aircraft							
	Associated City	Airport	Air Carrier	Regional/Commuter	Air Taxi	General Aviation (Local)	General Aviation (Itinerant)	Military	Total Operations	% Flight Training	Largest Class of Aircraft Operating at Airport	Current Airport ARC	Single-Engine	Multi-Engine	Jet	Helicopters	Gliders	Military	Ultralight	Total Based Aircraft
1	Albany	Albany Municipal	0	0	0	3,460	1,480	0	4,940	50%	A-1	A-1	9	0	0	0	0	0	0	9
2	Aurora	Jerry Summers Sr. Aurora Municipal	0	0	100	5,800	2,550	50	8,500	10%	B-1	B-1	30	0	0	0	0	0	0	30
3	Ava	Ava Bill Martin Memorial	0	0	50	577	1,349	24	2,000	0%	A-1	A-1	4	0	0	0	0	0	1	4
4	Bethany	Bethany Memorial	0	0	50	1,900	550	0	2,500	0%	A-1	A-1	7	0	0	0	0	0	0	7
5	Bismarck	Bismarck Memorial	0	0	80	910	2,000	10	3,000	N/P	A-1	A-1	15	0	0	0	0	0	0	15
6	Boivar	Boivar Municipal	0	0	0	10,000	10,000	0	20,000	10%	B-II	B-II	45	5	0	0	0	0	0	50
7	Boonville	Jesse Viertel Memorial	0	0	400	3,637	3,637	326	8,000	90%	A-1	B-II	37	1	0	0	0	0	0	38
8	Bowling Green	Bowling Green Municipal	0	0	100	6,128	305	0	6,533	10%	A-1	A-1	8	1	0	0	0	0	0	9
9	Brookfield/Marceline	North Central Missouri Regional	0	0	0	0	0	0	0	N/P	B-II	B-II	0	0	0	0	0	0	0	0
10	Buffalo	Buffalo Municipal	0	0	100	2,400	2,500	0	5,000	N/P	A-1	A-1	14	1	0	0	0	0	0	15
11	Butler	Butler Memorial	0	0	420	2,400	3,600	0	6,420	N/P	A-1	B-II	19	0	0	0	0	0	0	19
12	Cabool	Cabool Memorial	0	0	400	900	2,100	0	3,400	5%	A-1	A-1	11	2	0	1	0	0	1	14
13	Candenton	Candenton Memorial	0	0	1,000	996	8,000	4	10,000	10%	A-1	B-II	24	1	0	1	0	0	0	26
14	Cameron	Cameron Memorial	0	0	300	1,780	2,110	10	4,200	N/P	B-II	B-II	30	0	0	0	0	0	3	30
15	Campbell	Campbell Municipal	0	0	200	5,880	1,200	0	7,280	N/P	A-1	A-1	9	0	0	0	0	0	0	9
16	Cape Girardeau	Cape Girardeau Regional	7	3823	0	9,618	16,286	590	30,324	25%	D-IV	D-IV	49	8	3	3	0	0	0	63
17	Carrollton	Carrollton Memorial	0	0	400	500	2,200	30	3,130	N/P	A-II	A-1	2	0	0	0	0	0	0	2
18	Canuthersville	Canuthersville Memorial	0	0	0	2,112	6,000	0	8,112	0%	B-II	B-II	4	1	0	0	0	0	0	5
19	Cassville	Cassville Municipal	0	0	100	580	2,320	0	3,000	0%	A-II	A-1	12	0	0	0	0	0	0	12
20	Charleston	Mississippi County	0	0	100	2,340	1,560	0	4,000	10%	A-1	A-1	5	0	0	0	0	0	2	5
21	Chillicothe	Chillicothe Municipal	0	0	4	3,600	250	0	3,854	10%	A-1	B-II	16	3	0	1	0	0	3	20
22	Clinton	Clinton Memorial	0	0	350	2,000	8,777	150	11,277	10%	B-1	B-1	31	6	0	0	0	0	0	37
23	Columbia	Columbia Regional	3,399	0	1,638	8,075	23,262	2,452	38,826	13%	C-III	C-III	40	17	8	2	0	0	0	67
24	Cuba	Cuba Municipal	0	0	200	720	720	10	1,650	50%	A-1	A-1	21	2	0	0	0	0	0	23
25	Dexter	Dexter Municipal	0	0	600	1,759	2,520	35	4,914	10%	A-1	B-II	20	2	0	1	0	0	3	23
26	Doniphan	Doniphan Municipal	0	0	0	890	2,000	10	2,900	10%	A-1	A-1	3	2	0	1	0	0	0	6
27	El Dorado Springs	El Dorado Springs Memorial	0	0	50	0	920	50	1,020	15%	A-1	A-1	11	0	0	0	0	0	0	11
28	Eldon	Eldon Model Airpark	0	0	0	1,780	3,300	0	5,080	0%	A-1	A-1	30	3	1	0	0	0	2	34
29	Excelsior Springs	Excelsior Springs Memorial	0	0	0	5,500	2,380	20	7,900	50%	A-1	A-1	27	1	0	0	0	0	0	28
30	Farmington	Farmington Regional	0	0	2,500	2,100	8,300	100	13,000	0%	B-1	B-1	30	1	0	0	0	0	0	31
31	Festus	Festus Memorial	0	0	500	3,280	5,700	20	9,500	0%	A-1	A-1	35	5	0	0	0	0	0	40
32	Fredericktown	Fredericktown Regional	0	0	400	1,300	1,300	0	3,000	10%	A-1	B-II	24	0	0	0	0	0	2	24
33	Fulton	Elton Hensley Memorial	0	0	400	11,400	3,800	400	16,000	50%	B-1	B-1	48	3	0	0	0	0	0	51
34	Gainesville	Gainesville Memorial	0	0	40	280	660	20	1,000	0%	A-1	A-1	3	0	0	0	0	0	0	3

Table 2-9
2002 Aviation Activity

			Annual Operations										Based Aircraft									
	Associated City	Airport	Air Carrier	Regional/Commuter	Air Taxi	General Aviation (Local)	General Aviation (Itinerant)	Military	Total Operations	% Flight Training	Largest Class of Aircraft Operating at Airport	Current Airport ARC	Single-Engine	Multi-Engine	Jet	Helicopters	Gliders	Military	Ultralight	Total Based Aircraft		
	35 Gideon	Gideon Memorial	0	0	30	1,846	300	24	2,200	0%	B-I	B-I	1	0	0	0	0	0	0	1		
	36 Grain Valley	East Kansas City	0	0	0	7,000	1,000	140	8,140	5%	B-I	B-I	105	15	0	0	0	0	0	120		
	37 Hannibal	Hannibal Municipal	0	0	1,000	2,700	0	0	4,700	10%	B-II	B-II	20	1	0	0	0	0	0	21		
	38 Harrisonville	Lawrence Smith Memorial	0	0	500	5,275	5,275	50	11,100	20%	A-I	B-II	43	7	0	1	0	0	3	51		
	39 Hermann	Hermann Municipal	0	0	100	1,112	900	0	2,112	0%	A-I	A-I	6	0	0	0	0	0	0	6		
	40 Higginsville	Higginsville Industrial Municipal	0	0	80	1,300	1,020	0	2,400	15%	B-II	B-I	13	2	8	0	0	0	0	23		
	41 Homersville	Homersville Memorial	0	0	20	1,680	300	0	2,000	0%	A-I	A-I	2	0	0	0	0	0	0	2		
	42 Houston	Houston Memorial	0	0	400	1,965	4,585	50	7,000	0%	A-I	A-I	24	2	0	0	0	0	0	26		
	43 Jefferson City	Jefferson City Memorial	0	0	1,903	12,550	19,405	7,320	41,178	10%	D-III	D-III	34	12	6	5	0	14	0	71		
	44 Joplin	Joplin Regional	4,430	0	3,137	13,757	23,137	0	44,461	0%	B-II	C-III	66	32	7	1	0	0	2	106		
	45 Kahoka	Kahoka Municipal	0	0	0	100	50	0	150	0%	A-I	A-I	1	0	0	0	0	0	0	1		
	46 Kaiser/Lake Ozark	Lee C Fine Memorial	0	0	1,300	800	5,000	220	7,320	5%	B-I	C-III	1	2	0	0	0	0	0	3		
	47 Kansas City	Kansas City Downtown	157	0	20,833	34,233	87,012	1,117	143,352	0%	D-IV	D-IV	167	91	42	4	0	0	0	304		
	48 Kennett	Kennett Memorial	0	0	400	2,000	12,520	80	15,000	5%	B-II	A-II	17	3	0	0	0	0	0	20		
	49 Kirksville	Kirksville Regional	2,500	0	500	8,000	2,187	300	13,487	1%	D-III	D-III	36	2	0	1	0	0	0	39		
	50 Lamar	Lamar Municipal	0	0	210	2,390	2,390	2	4,992	0%			17	0	0	0	0	0	3	17		
	51 Lebanon	Floyd W Jones	0	0	0	6,810	13,790	200	20,800	0%	B-II	B-II	35	1	6	4	0	0	0	46		
	52 Lee's Summit	Lee's Summit Municipal	0	0	3,300	59,000	40,000	1,500	103,800	33%	B-II	C-II	160	23	2	1	0	0	0	186		
	53 Lexington	Lexington Municipal	0	0	50	9,800	2,550	200	12,600	10%	A-I	A-I	6	2	0	0	0	0	1	8		
	54 Lincoln	Lincoln Municipal	0	0	0	1,300	1,400	75	2,775	15%	A-I	A-I	5	0	0	0	0	0	0	5		
	55 Linn	Linn State Technical College Airport	0	0	0	192	288	20	500	0%	A-I	A-I	3	0	0	2	0	0	0	5		
	56 Macon	Macon-Power Memorial	0	0	200	4,448	1,974	44	6,666	30%	A-I	A-I	13	1	0	0	0	0	1	14		
	57 Malden	Malden Regional	0	0	100	3,600	1,200	100	5,000	15%	A-II	B-I	10	0	0	0	0	0	0	10		
	58 Mansfield	Mansfield Municipal	0	0	30	550	1,750	20	2,350	5%	B-I	A-I	6	0	0	0	0	0	0	6		
	59 Marble Hill	Twin City Airport	0	0	0	150	1,340	70	1,560	30%	A-I	A-I	5	0	0	0	0	0	1	5		
	60 Marshall	Marshall Memorial Municipal	0	0	0	4,316	797	22	5,135	55%	A-I	B-II	21	0	0	0	0	0	0	21		
	61 Maryville	Northwest Missouri Regional	0	0	300	4,005	2,670	0	6,975	50%	A-I	B-II	13	4	0	0	0	0	0	17		
	62 Memphis	Memphis Memorial	0	0	20	4,319	510	0	4,849	50%	A-I	A-I	9	0	0	0	0	0	0	9		
	63 Mexico	Mexico Memorial	0	0	1,200	1,550	9,200	50	12,000	10%	C-III	C-III	28	3	0	0	0	0	0	31		
	64 Moberly	Omni N Bradley	0	0	500	2,500	6,000	20	9,020	40%	B-II	B-II	12	3	0	1	0	0	0	16		
	65 Monett	Monett Municipal	0	0	500	6,480	4,223	200	11,403	5%	C-I	B-II	17	2	7	0	0	0	0	26		
	66 Monroe City	Monroe City Regional	0	0	100	1,280	3,500	10	4,890	0%	A-I	A-I	9	1	0	0	0	25	0	35		
	67 Montgomery City	Montgomery-Wehrman	0	0	310	2,800	400	10	3,520	0%	A-II	A-II	7	0	0	0	0	0	0	7		
	68 Monticello	Lewis County Regional	0	0	50	970	970	0	1,990	35%	A-I	A-I	8	0	0	0	0	0	0	8		
	69 Mosby	Clay County Regional	0	0	100	2,400	1,000	0	3,500	0%	B-II	B-II	45	8	0	2	0	0	0	55		
	70 Mount Vernon	Mount Vernon Municipal	0	0	0	1,400	100	0	1,500	0%	A-I	A-I	3	0	0	0	0	0	0	3		
	71 Mountain Grove	Mountain Grove Memorial	0	0	250	1,640	6,560	50	8,500	5%	A-I	A-I	16	0	0	0	0	0	0	16		
	72 Mountain View	Mountain View	0	0	200	3,080	5,300	20	8,600	0%	B-II	B-II	11	3	16	0	0	0	0	30		

Table 2-9
2002 Aviation Activity

	Associated City	Airport	Air Carrier	Regional/Commuter	Air Taxi	General Aviation (Local)	General Aviation (Itinerant)	Military	Total Operations	% Flight Training	Largest Class of Aircraft Operating at Airport	Current Airport ARC	Single-Engine	Multi-Engine	Jet	Helicopters	Gliders	Military	Ultralight	Total Based Aircraft
73	Neosho	Hugh Robinson Memorial	0	0	300	1,684	1,200	30	3,214	10%	B-III	B-III	28	3	0	0	0	0	1	31
74	Nevada	Nevada Municipal	0	0	300	1,000	100	200	1,600	5%	A-I	C-II	10	0	0	0	0	0	2	10
75	New Madrid	County Memorial	0	0	450	1,250	1,880	20	3,600	0%	A-I	A-I	10	1	0	1	0	0	0	12
76	Osgae Beach	Grand Glaire	0	0	800	1,440	5,750	10	8,000	18%	A-I	A-I	21	3	0	0	0	0	1	24
77	Osceola	Osceola Municipal	0	0	30	300	170	0	500	0%	A-II	A-II	6	1	0	0	0	0	0	7
78	Ozark	Air Park South	0	0	0	1,700	1,700	0	3,400	0%	A-I	A-I	15	0	0	0	0	0	0	15
79	Perryville	Perryville Municipal	0	0	850	2,700	6,800	710	11,060	50%	D-III	D-III	15	2	2	1	0	0	3	20
80	Piedmont	Piedmont Municipal	0	0	100	950	930	20	2,000	0%	A-I	A-I	7	0	0	0	0	0	0	7
81	Point Lookout	M Graham Clark	0	0	1,000	17,000	19,000	300	37,300	0%	A-III	A-III	43	12	0	0	0	0	0	55
82	Poplar Bluff	Poplar Bluff Municipal	0	0	1,490	1,900	7,900	200	11,490	0%	C-III	C-II	28	5	1	1	0	0	2	35
83	Potosi	Washington County	0	0	10	700	2,200	4	2,914	20%	A-I	B-I	4	1	0	0	0	0	0	5
84	Princeton	Princeton-Kauffman Memorial	0	0	0	100	100	0	200	0%	A-II	A-II	2	0	0	0	0	0	0	2
85	Richland	Richland Municipal	0	0	10	200	270	200	680	50%	A-I	A-I	2	0	0	0	0	0	0	2
86	Rolla	Rolla Downtown	0	0	100	1,000	886	14	2,000	0%	A-I	A-I	12	0	0	0	0	0	1	12
87	Rolla/Vichy	Rolla National	0	0	400	2,480	10,000	120	13,000	10%	A-I	A-I	41	11	0	0	0	0	0	52
88	Saint Charles	Saint Charles	0	0	5,000	34,200	3,800	0	43,000	0%	A-I	A-I	100	6	0	0	0	0	0	106
89	Saint Charles	Saint Charles County Smartt	0	0	100	35,000	20,000	0	55,100	60%	B-I	B-I	86	5	0	0	0	0	1	91
90	Saint Clair	Saint Clair Regional	0	0	100	5,900	3,940	60	10,000	0%	A-I	A-I	40	0	0	0	0	0	0	40
91	Saint Joseph	Rosecrans Memorial	21	0	316	8,296	9,857	7,609	26,099	10%	C-IV	C-IV	74	11	5	1	0	9	0	100
92	Saint Louis	Creve Coeur	0	0	600	24,150	8,250	0	33,000	1%	B-I	B-II	300	20	4	6	1	0	0	331
93	Saint Louis	Spirit Of Saint Louis	56	0	11,737	69,610	102,652	316	184,371	30%	D-II	C-III	236	37	126	27	0	0	0	426
94	Salem	Salem Memorial	0	0	150	1,900	2,720	10	4,780	5%	A-I	A-I	11	2	0	0	0	0	0	13
95	Secalia	Secalia Memorial	0	0	2,400	2,690	16,720	1,700	23,510	5%	B-III	B-III	22	1	0	0	0	0	0	23
96	Shelbyville	Shelby County	0	0	0	50	20	0	70	0%	A-I	A-I	0	0	0	0	0	0	0	0
97	Sikeston	Sikeston Memorial Municipal	0	0	0	5	20	0	25	0%	B-III	B-III	22	8	1	0	0	0	2	31
98	Slater	Slater Memorial	0	0	800	2,600	6,000	1,600	11,000	0%	A-I	A-I	22	8	1	0	0	0	2	31
99	Springfield	Springfield-Branson Regional	6,974	0	24,602	19,494	33,449	9,275	93,794	5%	C-IV	D-IV	81	23	9	0	0	0	0	115
100	Steele	Steele Municipal	0	0	50	1,900	440	10	2,400	0%	A-I	A-I	5	0	0	0	0	0	0	5
101	Stockton	Stockton Municipal	0	0	0	729	1,540	10	2,279	1%	A-I	A-I	8	0	0	0	0	0	0	8
102	Sullivan	Sullivan Regional	0	0	800	7,000	2,180	20	10,000	30%	B-II	B-II	31	7	0	0	0	0	1	38
103	Tarkio	Goold Peterson Municipal	0	0	100	2,220	1,480	0	3,800	5%	A-II	A-I	10	0	0	0	0	0	0	10
104	Thayer	Thayer Memorial	0	0	0	590	2,300	10	2,900	0%	B-II	B-II	6	0	0	0	0	0	0	6
105	Trenton	Trenton Municipal	0	0	100	590	2,300	10	3,000	1%	B-II	B-II	7	0	0	0	0	0	1	7
106	Unionville	Unionville Municipal	0	0	100	600	1,000	0	1,700	0%	A-I	A-I	6	0	0	0	0	0	0	6
107	Van Buren	Bollinger Crass Memorial	0	0	100	200	700	40	1,040	0%	A-I	A-I	0	0	0	0	0	0	0	0
108	Versailles	Roy Otten Memorial	0	0	0	2,500	3,000	50	5,550	10%	A-I	A-I	25	0	0	0	0	0	1	25
109	Warrensburg	CMSU Max B Swisher Skyhaven	0	0	240	60,000	8,000	120	68,360	0%	B-II	B-II	40	5	0	0	3	0	0	48
110	Warsaw	Warsaw Municipal	0	0	50	500	1,000	30	1,580	5%	A-I	A-I	10	0	0	0	0	0	0	10

Table 2-9
2002 Aviation Activity

			Annual Operations										Based Aircraft									
	Associated City	Airport	Air Carrier	Regional/Commuter	Air Taxi	General Aviation (Local)	General Aviation (Itinerant)	Military	Total Operations	% Flight Training	Largest Class of Aircraft Operating at Airport	Current Airport ARC	Single-Engine	Multi-Engine	Jet	Helicopters	Gliders	Military	Ultralight	Total Based Aircraft		
111	Washington	Washington Memorial	0	0	200	20,279	6,149	20	26,648	70%	B-I	A-I	29	5	0	0	0	0	0	34		
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	0	1,556	0	0	1,091	4,308	6,955	0%	D-IV	D-IV	4	0	0	0	0	0	0	4		
113	West Plains	West Plains Municipal	0	0	150	4,500	9,000	150	13,800	5%	B-II	B-II	27	4	1	0	2	0	1	34		
114	Willow Springs	Willow Springs Memorial	0	0	200	2,400	2,400	100	5,100	10%	A-I	A-I	20	0	0	0	0	0	2	20		

Sources: Airport Inventory and Data Survey; FAA 5010 Inspection Forms; Missouri Airport Directory 2002-2003

Table 2-10
Airside Facilities

Associated City	Airport	Elev. MSL (ft)	Runway Designation	R/W Length (ft)	R/W Width (ft)	R/W Strength (lbs.)	R/W Surface Type	R/W Lighting	Displ. Thld.	Parallel P/W	T/W Width (ft)	T/W Lighting	RSA Length	RSA Width	Own RPZ	App. Obst.
1 Albany	Albany Municipal	886.0	1-19	3,300	50	13.0 (S)	CONC	LIRL	-/-	None	N/P	N/P	240	150	Yes	No
2 Aurora	Jerry Summers Sr. Aurora Municipal	1,434.0	18-36	3,002	60	N/P	ASPH	LIRL	-/-	Tumaround	25	MITL	240	120	No	Yes
3 Ava	Ava Bill Martin Memorial	1,311.0	13-31	3,634	60	N/P	ASPH	MIRL	-/-	None	N/P	N/P	N/P	N/P	No	N/P
4 Bethany	Bethany Memorial	1,035.0	3-21	2,255	48	N/P	ASPH	LIRL	-/-	Tumaround	35	MITL	240	150	No	No
5 Bismarck	Bismarck Memorial	1,035.0	17-35	2,091	50	N/P	ASPH	LIRL	-/-	None	N/P	N/P	228	50	No	No
6 Bolivar	Bolivar Municipal	1,092.4	18-36	4,000	75	13.0 (S)	ASPH	MIRL	-/-	Full	35	MITL	300	150	No	No
7 Booneville	Jesse Virel Memorial	714.8	18-36	4,000	75	11.0 (S)	ASPH	MIRL	-/-	None	N/P	N/P	1,000	500	Yes	No
8 Bowling Green	Bowling Green Municipal	886.0	13-31	3,204	50	12.5 (S)	ASPH	LIRL	-/-	None	N/A	N/A	250	75	No	No
9 Brookfield/Marceline	North Central Missouri Regional	842.7	18-36	4,000	75	N/P	CONC	MIRL	-/-	None	N/P	N/P	300	150	N/P	No
10 Buffalo	Buffalo Municipal	1,154.0	3-21	3,215	50	N/P	ASPH	LIRL	265/-	None	30	Reflectors	240	120	N/P	Yes
11 Butler	Butler Memorial	892.2	18-36	4,000	75	12.0 (S)	ASPH	MIRL	-/-	Full	35	None	240	120	Yes	Yes
12 Cabool	Cabool Memorial	1,220.0	3-21	3,002	75	4.0 (S)	ASPH	LIRL	-/-	None	N/A	N/A	N/P	N/P	No	Yes
13 Camdenton	Camdenon Memorial	1,061.8	15-33	4,000	75	13.0 (S)	ASPH	MIRL	900/900	Full	35	N/P	900	75	Yes	No
14 Canaan	Canaan Memorial	1,042.0	17-35	4,000	75	30.0 (S)	CONC	MIRL	-/-	Full	N/P	N/P	N/P	N/P	Yes	No
15 Campbell	Campbell Municipal	284.0	18-36	3,000	50	N/P	ASPH	LIRL	-/-	None	N/P	N/P	240	120	N/P	No
16 Cape Girardeau	Cape Girardeau Regional	341.9	10-28	6,499	150	93.0(S) / 125.0(D) / 215.0(DT)	CONC	HIRL	-/-	Full	75	MITL	1,000	500	Yes	No
			2-20	3,996	100	45.0(S) / 60.0(D) / 100.0(DT)	ASPH	MIRL	-/-	Full	50	MITL	200	300	Yes	No
17 Carrollton	Carrollton Memorial	670.0	18-36	2,600	50	N/P	ASPH	MIRL	-/-	None	N/A	N/A	250	50	Yes	No
18 Cantharville	Cantharville Memorial	268.2	18-36	4,005	75	N/P	ASPH	MIRL	-/-	Tumaround	16	MITL	300	250	Yes	Yes
19 Cassville	Cassville Municipal	1,482.0	9-27	3,600	60	13.0 (S)	ASPH	MIRL	-/-	None	N/A	N/A	480	60	Yes	No
20 Charleston	Mississippi County	313.0	18-36	3,196	60	13.0 (S)	ASPH	MIRL	-/-	None	N/P	N/P	240	120	Yes	No
21 Chillicothe	Chillicothe Municipal	782.8	14-32	3,900	74	15.0 (S)	ASPH	MIRL	-/-	Full	35	N/P	300	150	No	No
			2-20	3,614	110	N/A	TURF	None	200/400	N/A	N/A	N/A	240	120	No	No
22 Clinton	Clinton Memorial	522.0	4-22	4,001	60	12.5 (S) / 16.0(D)	ASPH	MIRL	-/-	Full	35	Reflectors	240	150	No	Yes
23 Columbia	Columbia Regional	889.3	2-20	6,501	150	92.0(S) / 125.0(D) / 215.0(DT)	CONC	HIRL	-/-	Full	75	MITL	1,000	500	Yes	No
24 Cuba	Cuba Municipal	1,023.0	18-36	3,420	60	24.0 (S) / 24.0 (D)	ASPH	MIRL	-/-	Full	35	MITL	300	150	Yes	No
25 Dexter	Dexter Municipal	305.0	18-36	4,500	100	30.0 (S)	ASPH	MIRL	-/-	Full	N/P	N/P			Yes	Yes
26 Douglas	Douglas Municipal	535.0	7-25	2,580	57	N/P	ASPH	LIRL	457/-	None	N/A	N/A	N/P	N/P	No	No
27 El Dorado Springs	El Dorado Springs Memorial	931.0	4-22	3,295	50	N/P	TURF	None	-/-	None	N/A	N/A	240	120	No	No
			18-36	2,430	25	N/P	TURF	None	-/-	None	N/A	N/A	240	120	No	No
28 Eldon	Eldon Model Airport	905.0	18-36	3,300	75	30.0 (S)	CONC	MIRL	-/-	None	N/A	N/A	240	120	Yes	No
29 Excelsior Springs	Excelsior Springs Memorial	995.0	1-19	2,000	47	4.0 (S)	ASPH	LIRL	-/-	Partial	N/P	N/P	228	200	No	Yes
30 Farmington	Farmington Regional	946.0	2-20	4,225	60	30.0 (S)	CONC	MIRL	233/-	Partial	N/P	N/P	240	120	N/P	Yes
31 Festus	Festus Memorial	433.0	18-36	2,202	49	8.0 (S)	ASPH	MIRL	-/-	Tumaround	N/P	N/P	240	120	No	Yes
32 Fredencktown	Fredencktown Regional	880.0	1-19	3,998	75	12.5 (S)	ASPH	MIRL	-/-	Partial	35	LITL	300	150	No	No
33 Fulton	Elton Hersley Memorial	886.0	5-23	3,205	47	24.0 (S)	ASPH	MIRL	-/-	None	N/A	N/A	240	120	No	Yes
			12-30	2,695	100	N/A	TURF	None	-/-	None	N/A	N/A	120	500	Yes	Yes
34 Gainesville	Gainesville Memorial	1,070.0	1-19	1,895	100	N/A	TURF	LIRL	640/400	None	N/A	N/A	240	120	N/P	Yes
			16-34	1,645	100	N/A	TURF	None	945/400	None	N/A	N/A	240	120	N/P	No
35 Gideon	Gideon Memorial	269.0	15-33	4,504	58	N/P	ASPH	LIRL	-/-	Full	90	Reflectors	240	120	N/P	No
36 Gran Valley	East Kansas City	835.0	9-27	4,507	44	N/P	ASPH	MIRL	300/-	None	N/A	N/A	240	120	No	Yes
			5-23	2,206	20	N/P	ASPH	None	N/P	None	N/A	N/A	240	120	No	Yes

Table 2-10
Airsides Facilities

	Associated City	Airport	Elev. MSL (ft.)	Runway Designation	R/W Length (ft.)	R/W Width (ft.)	R/W Strength (1,000 lbs.)	R/W Surface Type	R/W Lighting	Displ. Thld.	Parallel T/W	T/W Width (ft.)	T/W Lighting	RSA Length	RSA Width	Own R/P	App. Obs.
37	Hannibal	Hannibal Municipal	772.0	17-35	4,400	100	30.0 (S)	CONC	MIRL	-/-	Full	35	Reflectors	300	150	Yes	No
38	Harrisonville	Lawrence Smith Memorial	915.3	17-35	4,000	75	13.0 (S)	ASPH	MIRL	-/-	None	N/A	N/A	300	150	Yes	No
39	Hermann	Hermann Municipal	810.0	7-25	3,198	50	N/P	ASPH	MIRL	-/-	None	N/A	N/P	240	120	N/P	Yes
40	Higginsville	Higginsville Industrial Municipal	834.0	16-34	3,303	60	12.5 (S) / 16.0 (D)	ASPH	MIRL	-/-	Turnaround	25	Reflectors	240	120	No	No
41	Hornesville	Hornesville Memorial	248.0	18-36	2,648	47	N/A	ASPH	MIRL	-/-	Full	N/P	N/P	240	120	N/P	No
			624	6-24	2,007	200	N/A	TURF	None	-/-	N/A	N/P	N/P	240	120	N/P	No
42	Houston	Houston Memorial	1,196.0	16-34	3,005	60	12.5 (S)	CONC	MIRL	-/-	None	N/P	N/P	240	120	N/P	No
43	Jefferson City	Jefferson City Memorial	949.0	12-30	6,001	100	45.0 (S) / 58.0 (D)	ASPH	HIRL	N/P	Partial	N/P	MITL	1,000	500	Yes	No
				9-27	3,401	75	30.0 (S) / 38.0 (D)	CONC	MIRL	N/P	Partial	N/P	MITL	300	150	Yes	No
44	Joplin	Joplin Regional	981.1	13-31	6,502	150	80.0 (S) / 105.0 (D) / 170.0 (DT)	ASPH	HIRL	-/-	Partial	75	MITL	1,000	500	No	No
				18-36	6,500	100	30.0 (S) / 60.0 (D)	ASPH	HIRL	-/-	Full	50	MITL	1,000	500	No	No
				5-23	3,604	75	20.0 (S)	ASPH	MIRL	-/-	Partial	30	Reflectors	240	120	No	No
45	Kahoka	Kahoka Municipal	700.0	10-28	2,850	100	N/A	TURF	None	-/-	None	N/A	N/A	240	120	N/P	Yes
46	Kaiser/Lake Ozark	Lee C Fine Memorial	869.0	3-21	6,497	100	85.0 (S) / 70.0 (D) / 210.0 (DT)	ASPH	MIRL	-/-	Full	N/P	N/P	1,000	500	N/P	No
47	Kansas City	Kansas City Downtown	758.8	1-19	7,002	150	100.0 (S) / 185.0 (D) / 350.0 (DT)	ASPH	HIRL	-/-	Full	75	MITL	1,000	500	No	No
				3-21	5,050	150	48.0 (S) / 73.0 (D) / 136.0 (DT)	ASPH	HIRL	500/699	Partial	75	MITL	1,000	500	No	No
48	Kennett	Kennett Memorial	262.0	18-36	3,679	75	10 (S)	ASPH	MIRL	-/-	Full	N/P	N/P	300	150	No	Yes
				4-22	1,600	110	N/A	TURF	None	640/285	N/A	N/P	N/P	240	120	No	Yes
49	Kirkville	Kirkville Regional	966.3	18-36	6,005	100	30.0 (S) / 48.0 (D) / 85.0 (DT)	CONC	MIRL	-/-	Full	N/P	N/P	1,000	500	No	No
				9-27	1,393	100	N/A	TURF	None	-/-	N/A	N/P	N/P	240	120	Yes	No
50	Lamar	Lamar Municipal	1,009.0	3-21	2,902	60	N/P	ASPH	MIRL	-/-	None	N/A	N/A	240	120	N/P	No
51	Lebanon	Floyd W Innes	1,320.5	18-36	5,000	75	33.0 (S) / 54.0 (DW)	ASPH	MIRL	-/-	Full	N/P	N/P	300	150	No	No
52	Lees Summit	Lees Summit Municipal	1,004.1	11-29	3,800	75	30 (S) / 30 (DW)	CONC	MIRL	-/-	Full	35	MITL	300	150	No	Yes
				4-22	2,925	40	N/P	ASPH	MIRL	-/-	None	N/A	N/A	240	120	Yes	No
53	Lexington	Lexington Municipal	691.0	13-31	3,100	125	N/A	TURF	None	-/-	None	N/A	N/A	240	120	Yes	No
				18-36	2,250	125	N/A	TURF	None	-/-	None	N/A	N/A	240	120	Yes	No
54	Lincoln	Lincoln Municipal	940.0	18-36	2,931	125	N/A	TURF	None	-/-	None	N/A	N/A	240	120	No	Yes
55	Linn	Linn State Technical College Airport	952.0	9-27	3,400	60	12.5 (S)	CONC	MIRL	-/-	None	N/A	N/A	240	120	No	No
56	Macon	Macon Fower Memorial	874.0	2-20	3,300	60	12.5 (S)	ASPH	MIRL	-/-	None	N/A	N/A	240	120	N/P	No
57	Malden	Malden Regional	285.0	13-31	4,999	80	33.0 (S) / 48.0 (D)	ASPH	MIRL	-/-	Partial	30	MITL	300	150	Yes	No
				18-36	5,011	100	33.0 (S) / 48.0 (D)	ASPH	MIRL	-/-	Partial	30	MITL	300	150	Yes	No
58	Marsfield	Marsfield Municipal	1,500.0	7-25	3,000	50	12.5 (S)	ASPH	MIRL	-/-	None	N/A	N/A	240	120	No	Yes
59	Marble Hill	Twin City Airport	421.0	12-30	2,600	70	N/A	TURF	LIRL	-/-	None	N/A	N/A	240	120	No	Yes
60	Marshall	Marshall Memorial Municipal	779.0	18-36	4,702	75	12.5 (S) / 15.6 (D)	ASPH	MIRL	200/-	None	N/A	N/A	300	150	No	No
				9-27	3,320	150	N/A	TURF	None	-/-	None	N/A	N/A	240	120	No	No
61	Marville	Northwest Missouri Regional	1,150.0	14-32	4,000	75	12.5 (S)	CONC	MIRL	-/-	None	N/P	N/A	300	150	No	No
				18-36	2,002	45	11.0 (S)	ASPH	None	-/-	None	N/P	N/A	240	120	No	No
62	Memphis	Memphis Memorial	813.0	12-30	3,300	60	12.5 (S)	CONC	LIRL	-/-	None	N/A	N/A	240	120	Yes	No
63	Mexico	Mexico Memorial	822.8	6-24	5,501	100	30.0 (S) / 37.0 (D)	CONC	MIRL	-/-	None	N/A	N/A	1,000	500	N/P	Yes
				18-36	3,200	50	10.0 (S)	ASPH/CONC	LIRL	-/-	Turnaround	N/P	N/P	240	120	N/P	No
64	Moberly	Omar N Bradley	866.7	13-31	4,681	100	30.0 (S) / 38.0 (D)	ASPH	MIRL	269/-	None	N/A	N/A	300	150	No	Yes
				5-23	3,727	60	4.2 (S)	ASPH	MIRL	239/-	None	N/A	N/A	240	120	No	Yes

Table 2-10
Airsides Facilities

	Associated City	Airport	Elev. MSL (ft.)	Runway Designation	R/W Length (ft.)	R/W Width (ft.)	R/W Strength (1,000 lbs.)	R/W Surface Type	R/W Lighting	Displ. Thld.	Parallel T/W	T/W Width (ft.)	T/W Lighting	RSA Length	RSA Width	Own R/P	App. Obs.
65	Monett	Monett Municipal	1,313.0	18-36	5,000	75	30.0 (S)	CONC	MIRL	-/-	Full	35	Reflectors	300	150	Yes	No
66	Monroe City	Monroe City Regional	737.1	9-27	3,516	50	16.0 (S)	ASPH	MIRL	-/-	None	N/A	N/A	240	120	No	No
67	Montgomery City	Montgomery-Wehrman	778.0	3-21	2,360	75	N/A	TURF-GRVL	LIRL	-/-	N/P	N/P	N/P	240	120	N/P	No
68	Monticello	Lewis County Regional	674.4	18-36	3,900	60	30.0 (S)	CONC	MIRL	-/-	None	N/A	N/A	240	120	Yes	No
69	Moody	Clay County Regional	774.2	18-36	5,500	100	30.0 (S) / 60.0 (D)	ASPH	HIRL	-/-	Full	35	MITL	300	150	No	No
70	Mount Vernon	Mount Vernon Municipal	1,244.0	18-36	3,195	58	N/P	ASPH	LIRL	-/-	None	N/A	N/P	240	120	N/P	Yes
71	Mountain Grove	Mountain Grove Memorial	1,476.0	8-26	3,588	50	N/P	ASPH	LIRL	-/-	None	N/A	N/A	240	120	No	Yes
72	Mountain View	Mountain View	1,181.0	10-28	5,065	75	N/P	ASPH	None	320/-	Partial	N/A	N/A	240	120	N/P	Yes
73	Neosho	Hugh Robinson Memorial	1,254.6	1-19	5,001	100	30.0 (S) / 43.0 (D)	ASPH	MIRL	-/-	Full	35	MITL	600	300	No	Yes
74	Nevada	Nevada Municipal	882.0	2-20	5,901	75	N/P	ASPH	MIRL	-/-	None	N/A	N/A	300	150	No	Yes
75	New Madrid	County Memorial	285.0	13-31	2,581	40	N/P	ASPH	None	-/-	None	N/A	N/A	240	120	No	No
76	Osage Beach	Grand Glaize	875.0	18-36	3,202	60	N/P	ASPH	MIRL	-/-	None	N/P	N/P	240	120	N/P	Yes
77	Osceola	Osceola Municipal	900.0	14-32	3,205	60	15.0 (S)	ASPH	MIRL	-/-	Full	N/P	N/P	240	120	No	No
78	Ozark	Air Park South	1,336.0	17-35	2,430	74	N/A	TURF-GRVL	LIRL	-/295	N/A	N/A	N/A	240	120	N/P	No
79	Perryville	Perryville Municipal	371.0	2-20	2,328	39	N/P	CONC	MIRL	-/-	None	N/A	N/A	240	120	Yes	No
80	Piedmont	Piedmont Municipal	467.0	3-21	7,000	100	28(S)/48(DW)	CONC	MIRL	520/-	Partial	64	N/P	1,000	500	No	Yes
81	Point Lookout	M. Graham Clark	938.0	11-29	3,703	100	N/P	ASPH	MIRL	11488	Full	N/P	N/P	600	300	N/P	No
82	Poplar Bluff	Poplar Bluff Municipal	331.0	18-36	5,007	100	16 (S)	ASPH-CONC	MIRL	-/290	Full	40	N/P	600	300	No	Yes
83	Polci	Washington County	959.3	2-20	4,000	60	11(S)	ASPH	MIRL	-/-	None	N/A	N/A	240	120	Yes	Yes
84	Princeton	Princeton-Kaufman Memorial	888.0	18-36	2,475	100	N/A	TURF	None	-/200	None	N/A	N/A	240	120	No	No
85	Richland	Richland Municipal	1,110.0	14-32	3,000	49	6 (S)	ASPH	LIRL	170/130	None	N/A	N/A	240	120	Yes	Yes
86	Rolla	Rolla Downtown	987.0	9-27	3,028	38	N/P	ASPH	LIRL	-/445	None	N/A	N/P	240	120	N/P	Yes
87	Rolla/Vichy	Rolla National	1,148.0	4-22	5,500	100	75(S)/85(DW)/135(DTW)	ASPH	HIRL	213/-	Full	100	N/P	1,000	500	No	No
88	Saint Charles	Saint Charles Municipal	442.0	13-31	5,500	100	48(S)/62(DW)/92(DTW)	ASPH	MIRL	-/-	None	N/A	N/A	1,000	500	No	No
				9-27	3,451	49	N/P	ASPH	LIRL	-/-	Full	N/P	N/P	240	120	N/P	No
				15-33	2,310	103	N/A	TURF	None	400/-	N/A	N/P	N/P	240	120	N/P	No
				18-36	2,145	100	N/A	TURF	None	400/200	N/A	N/P	N/P	240	120	N/P	No
89	Saint Charles	Saint Charles County Smartt	436.2	18-36	3,801	75	12.5(S)	ASPH	MIRL	-/-	Full	45	Reflectors	240	120	No	No
90	Saint Clair	Saint Clair Regional	656.0	9-27	2,000	75	12.5(S)	ASPH	MIRL	-/-	Full	40	Reflectors	240	120	No	No
91	Saint Joseph	Rosecrans Memorial	826.3	2-20	3,198	60	4(S)	ASPH	LIRL	-/-	Partial	25	LJTL	240	120	No	Yes
				17-35	8,069	150	75.0(S) / 130.0(D) / 220.0(DDT)	CONC	HIRL	-/-	Full	50	MITL	1,000	500	Yes	No
				13-31	4,797	75	75.0(S) / 110.0(D) / 180.0(DDT)	ASPH-CONC	None	-/-	None	N/A	N/A	1000	500	Yes	No
92	Saint Louis	Creve Coeur	451.2	16-34	4,500	75	30 (S)	CONC	MIRL	-/-	Full	35	None	240	120	Yes	No
				7-25	3,040	173	N/A	TURF	None	-/-	None	N/A	N/A	240	120	Yes	No
93	Saint Louis	Spirit of Saint Louis	463.4	8R-26L 8L-26R	7,485 5,000	150 75	33.0 (S) / 100.0 (D) 45.5 (DT)	CONC ASPH	HIRL MIRL	-/- -/-	Full Full	N/P N/P	N/P N/P	1,000 300	500 150	No No	No
94	Salem	Salem Memorial	1,241.0	17-35	2,998	60	12.5 (S)	ASPH	MIRL	-/-	None	N/A	N/A	240	120	No	No
95	Sedalia	Sedalia Memorial	909.4	18-36	5,001	100	30.0 (S) / 48.0 (D)	CONC	MIRL	-/-	Full	N/P	N/P	600	300	Yes	No
				5-23	3,520	50	9.0 (S) / 11.5 (D)	ASPH	None	-/-	None	N/A	N/A	240	120	Yes	No
96	Shelbyville	Shelby County	766.0	17-35	2,300	46	N/A	TURF	None	-/-	None	N/A	N/A	240	120	No	No
97	Slackton	Slackton Memorial Municipal	314.8	2-20	5,502	100	N/P	ASPH	MIRL	-/-	Full	N/P	N/P	600	300	N/P	No
98	Slater	Slater Memorial	860.0	4-22	2,455	145	N/A	TURF	None	-/300	N/A	N/P	N/P	240	120	N/P	No
99	Springfield	Springfield-Branson Regional	1,267.4	14-32	8,000	150	135(S)/170(DW)/ 300(DTW)	ASPH-CONC	HIRL	-/-	Full	50	MITL	1,000	500	Yes	No
				2-20	7,003	150	135(S)/170(DW)/ 300(DTW)	CONC	HIRL	-/-	Full	75	MITL	1,000	500	Yes	No

Table 2-10
Airside Facilities

	Associated City	Airport	Elev. MSL (ft.)	Runway Designation	R/W Length (ft.)	R/W Width (ft.)	R/W Strength (1,000 lbs.)	R/W Surface Type	R/W Lighting	Displ. Thld.	Parallel T/W	T/W Width (ft.)	T/W Lighting	RSA Length	RSA Width	Own RPZ	App. Obst.
100	Steele	Steele Municipal	299.0	18-36	3,985	48	N/P	ASPH	LIRL	-/-	Partial	50	MITL	240	120	Yes	No
101	Stockton	Stockton Municipal	1,042.0	1-19	3,060	50	5(S)	ASPH	LIRL	-/-	None	N/A	N/A	240	120	Yes	No
102	Sullivan	Sullivan Regional	933.0	6-24	4,500	75	12.5(S)	CONC	MIRL	-/-	Partial	35	LITL	300	150	No	No
103	Tarbo	Could Peterson Municipal	920.0	18-36	3,773	60	3.0 (S)	CONC	MIRL	540/-	None	N/A	N/A	240	120	No	Yes
104	Thayer	Thayer Memorial	790.0	9-27	4,200	49	N/P	ASPH	LIRL	-/-195	None	N/A	N/A	240	120	No	Yes
105	Thenton	Thenton Municipal	757.0	18-36	4,307	75	N/P	ASPH	MIRL	267/400	None	N/A	N/A	300	150	No	No
106	Unionville	Unionville Municipal	1,046.0	17-35	2,805	49	N/P	ASPH	LIRL	-/-	Turnaround	20	Reflectors	240	120	No	No
107	Van Buren	Bollinger Grass Memorial	647.0	2-20	2,600	50	N/P	ASPH	LIRL	-/-	None	N/A	N/A	240	120	N/P	Yes
108	Versailles	Roy Otten Memorial	1,030.0	7-25	2,805	39	N/P	ASPH	LIRL	-/-	None	N/A	N/A	240	120	No	Yes
109	Warrensburg	CMSU Max B Swisher Skyhaven	795.0	18-36	4,206	75	21(S)/26(DW)	ASPH	MIRL	-/-	Full	N/P	N/P	300	150	No	Yes
110	Warsaw	Warsaw Municipal	936.0	18-36	2,800	60	21(S)/26(DW)	ASPH	MIRL	-/-	Partial	N/P	N/P	240	120	No	Yes
111	Washington	Washington Memorial	487.0	16-32	3,291	50	12.5 (S)	CONC	MIRL	-/-	None	N/A	N/A	240	120	Yes	No
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	1,188.5	14-32	6,038	150	50.0 (S)	ASPH	MIRL	-/-	Partial	N/P	N/P	240	120	N/P	N/P
113	West Plains	West Plains Municipal	1,228.1	18-36	5,102	75	30.0 (S)/39.0 (D)	ASPH	MIRL	501/528	None	N/A	N/A	1,000	500	No	Yes
114	Willow Springs	Willow Springs Memorial	1,247.0	17-35	3,502	50	N/P	ASPH	LIRL	-/-	Partial	35	N/P	300	150	Yes	No

Legend:

- R/W* - Runway
RPZ - Runway Protection Zone
S - Single Wheel
D - Dual Wheel
DT - Dual Tandem Wheel
DDT - Double Dual Tandem Wheel
N/A - Not Available
N/P - Not Provided
MSL - Mean Sea Level
 Sources:
Airport Inventory and
FAA 5010 Inspection
Airport/Facility
FAA Airport DataSheet
Missouri Airport

- T/W* - Taxiway
App. Obst. - Approach Obstruction
NSTD - Non-Standard
LIRL - Low-Intensity Runway Lights
MIRL - Medium-Intensity Runway Lights
HIRL - High-Intensity Runway Lights
LITL - Low-Intensity Taxiway Lights
MITL - Medium-Intensity Taxiway Lights
Displ. Thld. - Displaced Threshold

Table 2-11
Landside Facilities (Buildings)

Associated City	Airport	GA Terminal (sf)	Facilities			Hangar Capacity					AC Parking Apron		AC Tie Downs				Auto Parking	
			Phone	Pub. Rest.	T Hangar	% Occupied	Conventional	% Occupied	Portables	% Occupied	Size (\$/Y)	Use	Paved	% Occupied	Unpaved	% Occupied	GA	Empl.
1 Albany	Albany Municipal	300	Yes	Yes	0	N/P	6	100%	3	100%	133	1	6	30%	N/P	N/P	6	0
2 Aurora	Jerry Summers Sr. Aurora Municipal	6,375	Yes	Yes	21	100%	5	100%	0	N/A	4,200	B/I	6	33%	0	N/A	8	0
3 Ava	Ava Bill Martin Memorial	N/P	Yes	Yes	0	N/A	4	100%	0	N/A	4,594	1	5	0%	N/P	N/P	20	10
4 Bethany	Bethany Memorial	0	No	No	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	4	100%	N/P	N/P	6	0
5 Barnack	Barnack Memorial	N/P	No	Yes	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	8	0%	2	0%	15	0
6 Bolivar	Bolivar Municipal	6,000	Yes	Yes	46	100%	0	N/A	0	N/A	12,500	B/I	24	100%	25	0%	28	1
7 Boonville	Jesse Viertel Memorial	900	Yes	Yes	25	100%	5	100%	0	N/A	9,995	B/I	18	100%	9	0%	20	0
8 Bowling Green	Bowling Green Municipal	1,500	Yes	No	7	70%	5	50%	0	N/A	400	1	7	100%	0	0%	10	0
9 Brockfield/Marceline	North Central Missouri Regional	N/P	N/P			N/P				N/P					N/P		N/P	
10 Buffalo	Buffalo Municipal	N/P	N/P			N/P				N/P					N/P		N/P	
11 Butler	Butler Memorial	240	Yes	Yes	9	100%	3	100%	N/P	N/P	9,064	B/I	17	40%	0	N/A	10	1
12 Cabool	Cabool Memorial	1,000	Yes	Yes	0	N/A	11	100%	0	N/A	3,500	1	2	N/P	2	N/A	12	0
13 Camdenton	Camdenton Memorial	2,585	Yes	Yes	30	50%	2	50%	0	N/A	2,000	N/P	50	100%	3	0%	37	2
14 Cameron	Cameron Memorial	800	Yes	Yes	20	90%	20	100%	0	N/A	N/P	N/P	6	100%	N/P	N/P	15	0
15 Campbell	Campbell Municipal	N/P	N/P			N/P				N/P					N/P		N/P	
16 Cape Girardeau	Cape Girardeau Regional	25,000	Yes	Yes	28	97%	38	90%	0	N/A	90,000	B/I/C	90	83%	15	7%	15	64
17 Carrollton	Carrollton Memorial	200	Yes	Yes	5	0%	2	100%	0	N/A	N/P	N/P	10	100%	0	N/A	30	0
18 Cauthersville	Cauthersville Memorial	1,000	Yes	Yes	0	N/A	4	100%	0	N/A	500	1	3	0%	3	0%	6	2
19 Cassville	Cassville Municipal	600	Yes	Yes	6	10%	14	100%	0	N/A	10,392	B/I	8	0%	0	N/A	18	0
20 Charleston	Mississippi County	400	Yes	Yes				N/P			N/P	N/P	10	10%	N/P	N/P	10	10
21 Chillicothe	Chillicothe Municipal	1,800	Yes	Yes	6	100%	10	100%	1	100%	7,400	B/I	13	20%	0	N/A	9	1
22 Clinton	Clinton Memorial	600	Yes	Yes	33	100%	1	100%	0	N/A	3,000	B/I	10	10%	6	33%	15	0
23 Columbia	Columbia Regional	5,400	Yes	Yes	0	N/A	57	100%	0	N/A	103,327	B/I/C/Conth	63	15%	0	N/A	60	100
24 Cuba	Cuba Municipal	850	Yes	Yes	20	100%	3	75%	0	N/A	13,000	B/I	12	0%	0	N/A	40	0
25 Dexter	Dexter Municipal	N/P	N/P	Yes	18	100%	6	100%	0	N/A	7,500	B	15	N/P	10	0%	10	0
26 Doniphan	Doniphan Municipal	None	Yes	No	0	N/A	2	95%	0	N/A	500	B/I	2	50%	1	0%	10	0
27 El Dorado Springs	El Dorado Springs Memorial	850	Yes	Yes	6	100%	4	100%	0	N/A	2,700	B/I	3	33%	0	N/A	20	0
28 Eldon	Eldon Model Airport	None	No	No	12	100%	18	100%	0	N/A	1,736	B/I	4	100%	2	100%	10	0
29 Excelsior Springs	Excelsior Springs Memorial	1,000	Yes	Yes	17	100%	11	100%	0	N/A	10,000	1	9	0%	3	0%	12	0
30 Farmington	Farmington Regional	N/P	N/P			N/P					N/P	N/P			N/P		N/P	
31 Festus	Festus Memorial	2,000	Yes	Yes	20	100%	4	50%	0	N/A	300	B/I	0	N/A	0	N/A	10	10
32 Fredericktown	Fredericktown Regional	360	Yes	Yes	20	100%	2	100%	0	N/A	3,000	B/I	6	0%	0	N/A	18	0
33 Fulton	Ellen Hensley Memorial	900	Yes	Yes	7	100%	44	100%	0	N/A	N/P	1	7	100%	0	N/A	20	3
34 Gainesville	Gainesville Memorial	None	Yes	Yes	0	N/A	1	100%	0	N/A	1,800	B/I	0	N/A	3	0%	20	0
35 Sikeston	Sikeston Memorial	1,500	Yes	Yes	0	N/A	1	100%	0	N/A	6,000	B/I	3	0%	0	N/A	4	0
36 Stan Valley	Stan Kansas City	5,000	Yes	Yes	30	95%	88	100%	0	N/A	100	B/I	27	28%	4	28%	10	0
37 Hannibal	Hannibal Municipal	600	Yes	Yes	7	100%	12	100%	0	N/A	N/P	B/I	21	13%	0	N/A	60	0
38 Harrisville	Lawrence Smith Memorial	2,500	Yes	Yes	46	100%	3	75%	0	N/A	N/P	B/I	30	100%	3	0%	28	0
39 Hermann	Hermann Municipal	N/P	N/P			N/P					N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P
40 Higginsville	Higginsville Industrial Municipal	2,400	Yes	Yes	10	100%	0	N/A	0	N/A	N/P	B/I	17	60%	8	0%	10	12
41 Homersville	Homersville Memorial	N/P	N/P			N/P					N/P	N/P			N/P		N/P	
42 Houston	Houston Memorial	300	Yes	Yes	18	100%	4	100%	0	N/A	6,000	B/I	12	25%	0	N/A	70	0
43 Jefferson City	Jefferson City Memorial	3,400	Yes	Yes	7	100%	45	100%	0	N/A	3,777	B/I/C	100	13%	15	0%	160	5
44 Joplin	Joplin Regional	25,000	Yes	Yes	51	100%	20	100%	4	100%	44,044	B/I/C	55	1%	0	N/A	210	57
45 Kaloka	Kaloka Municipal	N/P	No	Yes	0	N/A	1	100%	0	N/A	N/P	B/I	1	0%	0	N/A	12	0
46 Kaiserslautern	Lee O Fine Memorial	1,748	Yes	Yes	0	N/A	1	100%	0	N/A	40,000	B/I	50	100%	0	N/A	100	3
47 Kansas City	Kansas City Downtown	N/P	Yes	Yes	182	100%	0	N/A	0	N/A	210,000	B/I	120	N/P	0	N/A	N/P	N/P
48 Kennett	Kennett Memorial	1,050	Yes	Yes	2	100%	18	100%	0	N/A	3,200	I/C	12	0%	1	0%	20	0

Table 2-11
Landside Facilities (Buildings)

Associated City	Airport	Facilities			Hangar Capacity					AC Trading Apron			AC Tie Downs				Auto Parking			
		GA Terminal (sf)	Phone	Pub Rest	T-Hangar	% Occupied	Conventional	% Occupied	Portables	% Occupied	Size (Sq. Ft.)	Use	Paved	% Occupied	Unpaved	% Occupied	GA	Rental Cars	Empl.	
48 Kirtsville	Kirtsville Regional	2,500	Yes	Yes	28	100%	3	100%	0	N/A	17,000	B/I	10	20%	0	N/A	20	3	5	
50 Lamar	Lamar Municipal	6,500	Yes	Yes	7	100%	6	100%	0	N/A	7,300	B/I	1	6	66%	0	N/A	8	0	0
51 Lebanon	Floyd W Jones	1,800	Yes	Yes	13	100%	21	100%	0	N/A	20,160	B/I	34	100%	0	N/A	15	0	0	
52 Lee's Summit	Lee's Summit Municipal	2,400	Yes	Yes	153	92%	1	100%	0	N/A	41,222	B/I	82	33%	0	N/A	48	0	5	
53 Lexington	Lexington Municipal	3,800	Yes	Yes	2	100%	4	100%	0	N/A	1,333	B/I	0	N/A	8	25%	100	0	0	
54 Lincoln	Lincoln Municipal	0	No	No	6	100%	0	N/A	0	N/A	3,466	B/I	0	N/A	1	0%	10	0	0	
55 Linn	Linn State Technical College Airport	400	Yes	Yes	0	N/A	0	N/A	0	N/A	6,319	B/I	10	50%	30	0%	130	2	5	
56 Macon	Macon-Fowler Memorial	900	Yes	Yes	5	80%	13	98%	0	N/A	1,335	I/C	6	0%	0	N/A	14	0	4	
57 Malden	Malden Regional	4,500	Yes	Yes	13	77%	7	43%	0	N/A	260,000	B/I	8	0%	0	N/A	200	0	4	
58 Mansfield	Mansfield Municipal	0	No	No	0	N/A	5	100%	1	100%	N/P	N/P	5	0%	0	N/A	15	0	0	
59 Marble Hill	Twin City Airport	None	No	No	4	100%	0	N/A	0	N/A	N/P	N/P	0	N/A	3	0%	N/P	N/P	N/P	
60 Marshall	Marshall Memorial Municipal	5,000	Yes	Yes	16	100%	2	100%	0	N/A	12,000	B/I	12	100%	4	0%	15	1	2	
61 Mayville	Northwest Missouri Regional	1,200	Yes	Yes	9	100%	13	100%	0	N/A	N/P	I/B	10	20%	0	N/A	40	0	5	
62 Memphis	Memphis Memorial	480	Yes	Yes	11	90%	0	N/A	0	N/A	N/P	N/P	12	0%	0	N/A	2	0	0	
63 Mexico	Mexico Municipal	700	Yes	Yes	20	100%	3	100%	1	100%	3,000	B/I	14	50%	50	0%	10	0	2	
64 Moberly	Omni N Bradley	2,508	Yes	Yes	1	100%	22	65%	0	N/A	11,111	B/I	32	3%	0	N/A	16	0	1	
65 Monett	Monett Municipal	2,400	Yes	Yes	20	75%	8	40%	0	N/A	14,560	B/I	16	0%	0	N/A	130	0	0	
66 Monroe City	Monroe City Regional	600	Yes	Yes	4	100%	5	100%	0	N/A	5,530	B/I	6	0%	0	N/A	6	0	0	
67 Montgomery City	Montgomery-Wehrman	680	Yes	Yes	8	100%	0	N/A	0	N/A	4,042	B/I	24	0%	0	N/A	40	0	0	
68 Monticello	Lewis County Regional	2,900	Yes	Yes	60	86%	6	50%	0	N/A	9,233	B/I	21	0%	0	N/A	50	0	4	
69 Mosby	Clay County Regional	N/P	N/P	N/P	0	N/A	16	N/P	0	N/A	N/P	N/P	0	N/A	N/P	0	N/P	N/P	N/P	
70 Mount Vernon	Mount Vernon Municipal	0	No	Yes	0	N/A	0	100%	0	N/A	4,444	B/I	12	16%	0	N/A	4	0	0	
71 Mountain Grove	Mountain Grove Memorial	N/P	N/P	N/P	14	93%	12	67%	0	N/A	5,750	B/C	24	0%	1	100%	40	0	0	
72 Mountain View	Mountain View	700	Yes	Yes	10	80%	8	65%	2	100%	11,280	B/I	10	10%	0	N/A	10	0	0	
73 Neesho	Hugh Robinson Memorial	962	Yes	Yes	0	N/A	0	N/A	0	N/A	N/P	N/P	16	0%	30	0%	50	6	0	
74 Nevada	Nevada Municipal	0	Yes	Yes	25	100%	0	N/A	0	N/A	277	B/I	0	N/A	2	50%	2	0	0	
75 New Madrid	Grant Glaze	0	No	No	6	100%	0	N/A	0	N/A	N/P	N/A	0	N/A	0	N/A	20	0	0	
76 Osage Beach	Osceola Municipal	0	No	No	N/P	N/A	N/P	N/A	N/P	N/A	N/P	N/A	0	N/A	0	N/A	0	0	0	
77 Osceola	Air Park South	14,000	Yes	Yes	11	100%	12	60%	0	N/A	7,000	I	10	20%	0	N/A	10	4	6	
78 Perryville	Perryville Municipal	2,816	Yes	Yes	8	95%	1	100%	0	N/A	4,767	B/I	8	0%	0	N/A	8	0	0	
80 Pleasant	Piedmont Municipal	0	Yes	Yes	40	100%	0	N/A	0	N/A	N/P	B/I	37	N/P	0	N/A	0	0	0	
81 Point Lookout	M. Graham Clark	2,400	Yes	Yes	39	100%	0	N/A	0	N/A	4,200	B/I	25	88%	0	N/A	20	0	4	
82 Poplar Bluff	Poplar Bluff Municipal	204	Yes	Yes	0	N/A	4	100%	0	N/A	4,198	B/I	5	0	N/A	4	1	1	1	
83 Proctor	Washington County	0	No	No	2	100%	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	0	0	
84 Princeton	Princeton Kaufman Memorial	0	No	No	2	100%	0	N/A	0	N/A	1,500	B/I	2	50%	0	N/A	10	0	0	
85 Richland	Richland Municipal	N/P	N/P	N/P	15	100%	22	N/P	0	N/A	13,000	B/I	8	0%	0	N/A	30	0	4	
86 Rolla	Rolla Downtown	1,200	Yes	Yes	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	N/P	
87 Rolla-Vichy	Rolla National	N/P	N/P	N/P	34	100%	40	95%	0	N/A	35,000	B/I	80	20%	0	N/A	85	0	15	
88 Saint Charles	Saint Charles	3,750	Yes	Yes	40	100%	0	90%	0	N/A	N/P	B/I	2	0%	0	N/A	12	0	0	
89 Saint Charles	Saint Charles County Smart	960	Yes	Yes	40	100%	0	N/A	0	N/A	N/P	B/I	2	0%	0	N/A	0	0	0	
90 Saint Clair	Saint Clair Regional	7,500	Yes	Yes	34	90%	61	90%	0	N/A	190,000	B/T/M	35	35%	10	0%	80	20	50	
91 Saint Joseph	Rosecrans Memorial	16,000	Yes	Yes	26	89%	95	100%	0	N/A	104,166	B/M	26	18%	33	8%	30	3	7	
92 Saint Louis	Creve Coeur	1,500	Yes	Yes	157	100%	49	100%	58	100%	693,164	B/M	100	20%	0	N/A	319	50	60	
93 Saint Louis	Spirit Of Saint Louis	200	Yes	Yes	0	N/A	13	100%	0	N/A	1,500	B/C	5	0%	0	N/A	10	0	0	
94 Salem	Salem Memorial	1,200	Yes	Yes	13	100%	0	N/A	0	N/A	2,200	B/C	10	70%	0	N/A	10	0	0	
95 Sedalia	Sedalia Memorial	1,200	Yes	Yes	3	0%	0	N/A	0	N/A	0	N/P	N/P	4	0%	0	N/A	0	0	0
96 Shelbyville	Shelby County	None	No	No	3	0%	0	N/A	0	N/A	N/P	N/P	N/P	N/P	N/P	N/P	0	0	0	
97 Sikeston	Sikeston Memorial Municipal	N/P	N/P	N/P	66	100%	14	75%	2	90%	66,928	B/C	95	14%	0	N/A	66	123	156	
98 Slater	Slater Memorial	5,000	Yes	Yes	5	80%	1	100%	0	N/A	4,500	B/I	8	0%	0	N/A	44	0	0	
99 Springfield	Springfield-Branson Regional	1,200	Yes	Yes	0	N/A	6	80%	0	N/A	1,200	I	3	0%	2	100%	10	0	0	
100 Steele	Steele Municipal	240	Yes	Yes	10	100%	26	100%	0	N/A	N/P	N/P	14	0%	0	N/A	60	0	0	
101 Stockton	Stockton Municipal	N/P	Yes	Yes	4	75%	8	90%	0	N/A	1,500	I	4	100%	0	N/A	20	0	3	
102 Sullivan	Sullivan Regional	400	Yes	Yes	0	N/A	4	75%	0	N/A	2,000	B/I	6	33%	0	N/A	10	0	10	
103 Tarkenton	Guid Petersen Municipal	500	Yes	Yes	16	50%	10	100%	1	100%	12,675	B/I	1	100%	0	N/A	20	20	2	
104 Thayer	Thayer Memorial	10,000	Yes	Yes	0	N/A	0	0%	0	N/A	0	B/I	0	0%	0	N/A	0	0	0	

Table 2-11
Landside Facilities (Buildings)

	Associated City	Airport	Facilities			Hangar Capacity					AC Parking Apron			AC Tie Downs			Auto Parking			
			GA Terminal (sf)	Phone	Pub Rest.	T-Hangar	% Occupied	Conventional	% Occupied	Potables	% Occupied	Size (S.Y.)	Use	Paved	% Occupied	Unpaved	% Occupied	GA	Rental Cars	Empl.
106	Unionville	Unionville Municipal	0	No	No	0	N/A	4	100%	0	N/A	1,307	B/I	2	100%	0	N/A	10	0	0
107	Van Buren	Bellinger Grass Memorial	0	No	No	0	N/A	0	N/A	0	N/A	125	1	0	N/A	0	N/A	10	0	0
108	Versailles	Roy Otten Memorial	500	Yes	Yes	15	90%	12	90%	0	N/A	1,200	B/I	7	100%	2	0%	12	0	4
109	Warrensburg	CMSU Max B Swisher Skyhaven	2,800	Yes	Yes	12	100%	3	70%	0	N/A	23,667	B/I	49	67%	0	N/A	110	0	0
110	Warsaw	Warsaw Municipal	1,600	Yes	Yes	10	100%	0	N/A	0	N/A	2,678	B/I	15	0%	0	N/A	10	1	0
111	Washington	Washington Memorial	500	Yes	Yes	31	100%	0	N/A	0	N/A	11,000	B/I	10	60%	30	0%	25	0	0
112	Waynesville	Waynesville (Regional Arpt Al Pomey Fld)	500	Yes	Yes	0	N/A	4	100%	0	N/A	34,400	B/LC	5	0%	20	0%	60	0	8
113	West Plains	West Plains Municipal	1,500	Yes	Yes	34	95%	0	N/A	0	N/A	11,000	B/I	10	20%	0	N/A	21	2	2
114	Willow Springs	Willow Springs Memorial	600	Yes	Yes	22	100%	0	N/A	0	N/A	15,000	B/I	4	0%	0	N/A	8	0	0

Legend:

N/A

N/P

Sources:

Not Applicable/Information Not Provided

Not Provided

Airport Inventory and Data Survey

Table 2-12
Fuel Facilities

	Associated City	Airport	AVGAS				JET A				MOGAS			
			Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution
1	Albany	Albany Municipal	1	Above	N/P	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
2	Aurora	Jerry Sumners Sr. Aurora Municipal	1	Above	N/P	Self	0	N/A	N/A	N/A	1	Above	N/P	Self
3	Ava	Ava Bill Martin Memorial*												
4	Bethany	Bethany Memorial*												
5	Bismarck	Bismarck Memorial	1	Below	4,000	N/P	0	N/A	N/A	N/A	1	Above	N/P	N/A
6	Bolivar	Bolivar Municipal	1	Above	10,000	Pump	1	Above	10,000	Pump	0	N/A	N/A	N/A
7	Boonville	Jesse Viertel Memorial	1	Above	10,000	Self	1	Above	10,000	Self	1	Above	2,000	Pump
8	Bowling Green	Bowling Green Municipal	1	Above	2,500	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
9	Brookfield/Marceline	North Central Missouri Regional*												
10	Buffalo	Buffalo Municipal*												
11	Butler	Butler Memorial	1	Above	5,000	Pump	0	N/A	N/A	N/A	1	Above	5,000	Pump
12	Cabool	Cabool Memorial	1	Above	3,450	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
13	Camdenton	Camdenton Memorial	1	Below	10,000	Pump	1	Below	10,000	Truck	0	N/A	N/A	N/A
14	Cameron	Cameron Memorial	1	Above	12,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
15	Campbell	Campbell Municipal*												
16	Cape Girardeau	Cape Girardeau Regional*	1	Above	10,000	Truck	1	Above	10,000	Truck	1	Above	250	Self
17	Carrollton	Carrollton Memorial												
18	Caruthersville	Caruthersville Memorial	1	Above	10,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
19	Cassville	Cassville Municipal	1	Above	3,000	Self	0	N/A	N/A	N/A	1	Above	1,000	Self
20	Charleston	Mississippi County	1	Below	2,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
21	Chillicothe	Chillicothe Municipal	1	N/P	5,500	Truck	0	N/A	N/A	N/A	0	N/A	N/A	N/A
22	Clinton	Clinton Memorial	1	Above	4,500	Pump	1	Above	5,000	Pump	1	Above	N/P	Pump
23	Columbia	Columbia Regional	1	Below	12,000	Truck	2	A/B	40,000	Truck	0	N/A	N/A	N/A
24	Cuba	Cuba Municipal	1	Below	12,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
25	Dexter	Dexter Municipal	1	Above	10,000	Self	1	Below	6,000	Pump	0	N/A	N/A	N/A
26	Doniphan	Doniphan Municipal*												
27	El Dorado Springs	El Dorado Springs Memorial	1	Above	10,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
28	Eldon	Eldon Model Airport	1	Above	10,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
29	Excelsior Springs	Excelsior Springs Memorial	1	Above	1,000	Pump	0	N/A	N/A	N/A	1	Above	1,000	Pump
30	Farmington	Farmington Regional*												
31	Festus	Festus Memorial*	1	N/P	10,000	N/P	0	N/A	N/A	N/A	0	N/A	N/A	N/A
32	Fredericktown	Fredericktown Regional*	1	Above	N/P	Pump	1	Above	N/P	Pump	1	Above	N/P	Pump
33	Fulton	Elton Hensley Memorial	1	Above	12,500	Pump	0	N/A	N/A	N/A	1	Above	2,500	Pump
34	Gainesville	Gainesville Memorial												

Table 2-12
Fuel Facilities

	Associated City	Airport	AVGAS				JET A				MOGAS			
			Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution
35	Cideon	Gideon Memorial												
36	Grain Valley	East Kansas City*	2	Below	16,000	Self	1	Below	10,000	Pump	0	N/A	N/A	N/A
37	Hannibal	Hannibal Municipal	1	Below	12,000	N/P	0	N/A	N/A	N/A	0	N/A	N/A	N/A
38	Harrisonville	Lawrence Smith Memorial	1	Above	10,000	N/P	1	Above	10,000	N/P	0	N/A	N/A	N/A
39	Hermann	Hermann Municipal *												
40	Higginsville	Higginsville Industrial Municipal	1	Above	4,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
41	Hornersville	Hornersville Memorial*												
42	Houston	Houston Memorial	1	Above	10,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
43	Jefferson City	Jefferson City Memorial*	1	Above	15,000	Truck	4	Both	55,000	Truck	0	N/A	N/A	N/A
44	Joplin	Joplin Regional	2	Above	22,000	Truck	2	Above	40,000	Truck	0	N/A	N/A	N/A
45	Kahoka	Kahoka Municipal												
46	Kaiser/Lake Ozark	Lee C Fine Memorial	1	Above	15,000	Truck	1	Above	15,000	Truck	0	N/A	N/A	N/A
47	Kansas City	Kansas City Downtown	1	N/P	N/P	N/P	1	N/P	N/P	N/P	0	N/A	N/A	N/A
48	Kennett	Kennett Memorial	2	Below	12,000	Pump	1	Above	2,000	Pump	0	N/A	N/A	N/A
49	Kirksville	Kirksville Regional	1	Below	10,000	Truck	1	Below	12,000	Truck	0	N/A	N/A	N/A
50	Lamar	Lamar Municipal	1	Above	N/P	Self	0	N/A	N/A	N/A	1	Above	N/P	Self
51	Lebanon	Floyd W Jones	1	Below	12,000	Truck	1	Below	12,000	Truck	0	N/A	N/A	N/A
52	Lee's Summit	Lee's Summit Municipal	1	Below	10,000	Pump	1	Above	10,000	Pump	1	Below	2,500	Pump
53	Lexington	Lexington Municipal	1	Above	5,200	Truck	1	Above	3,100	Truck	0	N/A	N/A	N/A
54	Lincoln	Lincoln Municipal												
55	Linn	Linn State Technical College Airport												
56	Macon	Macon-Fower Memorial	1	Above	8,000	Self	0	N/A	N/A	N/A	1	Above	11,000	Self
57	Malden	Malden Regional	1	Above	4,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
58	Mansfield	Mansfield Municipal												
59	Marble Hill	Twin City Airport	1	Above	1,500	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
60	Marshall	Marshall Memorial Municipal	1	Above	10,000	Truck	1	Below	10,000	Private	0	N/A	N/A	N/A
61	Maryville	Northwest Missouri Regional	1	Below	10,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
62	Memphis	Memphis Memorial	1	Above	N/A	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
63	Mexico	Mexico Memorial	3	Above	4,000	Pump	1	Above	2,000	Truck	1	Above	500	Pump
64	Moberly	Omar N Bradley	1	Below	10,000	Pump	1	Above	10,000	Pump	0	N/A	N/A	N/A
65	Monett	Monett Municipal	1	Above	10,000	Self	2	Above	32,000	Truck	0	N/A	N/A	N/A
66	Monroe City	Monroe City Regional	1	Above	10,000	Self	0	N/A	N/A	N/A	1	Above	1,000	Self
67	Montgomery City	Montgomery-Wehrman	1	N/P	N/P	N/P	0	N/A	N/A	N/A	1	N/P	N/P	N/P

Table 2-12
Fuel Facilities

	Associated City	Airport	AVGAS				JET A				MOGAS			
			Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution
68	Monticello	Lewis County Regional	1	Above	2,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
69	Mosby	Clay County Regional	1	Above	10,155	Self	1	Above	4,016	Self	1	Above	4,016	Self
70	Mount Vernon	Mount Vernon Municipal*												
71	Mountain Grove	Mountain Grove Memorial	1	Above	10,000	Pump	1	Above	600	Pump	0	N/A	N/A	N/A
72	Mountain View	Mountain View	1	N/P	N/P	N/P	1	N/P	N/P	N/P	0	N/A	N/A	N/A
73	Neosho	Hugh Robinson Memorial	1	Above	10,000	Self	1	Above	10,000	Pump/Truck	0	N/A	N/A	N/A
74	Nevada	Nevada Municipal	1	Above	4,000	Pump	1	Above	9,000	Pump	0	N/A	N/A	N/A
75	New Madrid	County Memorial*												
76	Osage Beach	Grand Glaize	1	Above	2,500	Truck	0	N/A	N/A	N/A	0	N/A	N/A	N/A
77	Osceola	Osceola Municipal												
78	Ozark	Air Park South												
79	Perryville	Perryville Municipal	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	N/A	N/A
80	Piedmont	Piedmont Municipal	1	Above	2,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
81	Point Lookout	M Graham Clark	1	N/P	N/P	N/P	1	N/P	N/P	N/P	0	N/A	N/A	N/A
82	Poplar Bluff	Poplar Bluff Municipal	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	N/A	N/A
83	Potosi	Washington County	1	Below	10,100	Pump	1	Below	10,100	Pump	0	N/A	N/A	N/A
84	Princeton	Princeton-Kauffman Memorial												
85	Richland	Richland Municipal												
86	Rolla	Rolla Downtown*												
87	Rolla/Vichy	Rolla National	2	Below	50,000	Truck	2	Below	50,000	Truck	0	N/A	N/A	N/A
88	Saint Charles	Saint Charles	1	N/P	N/P	N/P	0	N/A	N/A	N/A	0	N/A	N/A	N/A
89	Saint Charles	Saint Charles County Smartt	4	Both	34,000	Pump/Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
90	Saint Clair	Saint Clair Regional	1	Above	2,500	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
91	Saint Joseph	Rosecrans Memorial	1	Above	10,000	Truck	2	Above	10,000	Truck	0	N/A	N/A	N/A
92	Saint Louis	Creve Coeur	1	Above	4,000	Pump	1	Above	4,000	Pump	1	Above	1,000	Pump
93	Saint Louis	Spirit Of Saint Louis	2	Both	35,000	Truck	10	Both	178,000	Truck	0	N/A	N/A	N/A
94	Salem	Salem Memorial	1	Above	10,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
95	Sedalia	Sedalia Memorial	1	N/P	12,000	Truck	1	N/P	12,000	Truck	0	N/A	N/A	N/A
96	Shelbyville	Shelby County												
97	Sikeston	Sikeston Memorial Municipal	1	N/P	N/P	N/P	1	N/P	N/P	N/P	0	N/A	N/A	N/A
98	Slater	Slater Memorial*												
99	Springfield	Springfield-Branson Regional	2	Above	30,000	Self	3	Above	85,000	Truck	0	N/A	N/A	N/A
100	Steele	Steele Municipal												

Table 2-12
Fuel Facilities

	Associated City	Airport	AVGAS				JET A				MOGAS			
			Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution	Quantity	Tank Type	Total Capacity	Distribution
101	Stockton	Stockton Municipal	1	Above	1,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
102	Sullivan	Sullivan Regional	1	Below	10,000	Pump	1	Below	4,000	Pump	0	N/A	N/A	N/A
103	Tarkio	Gould Peterson Municipal	1	Above	8,800	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
104	Thayer	Thayer Memorial	1	Above	2,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
105	Trenton	Trenton Municipal	1	Above	5,000	Pump	0	Above	5,000	Pump	0	N/A	N/A	N/A
106	Unionville	Unionville Municipal												
107	Van Buren	Bollinger Crass Memorial												
108	Versailles	Roy Otten Memorial	3	Above	2,500	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
109	Warrensburg	CMSU Max B Swisher Skyhaven	1	Above	12,000	Truck	1	Above	12,000	Truck	0	N/A	N/A	N/A
110	Warsaw	Warsaw Municipal	1	Above	5,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A
111	Washington	Washington Memorial	2	Above	12,000	N/P	0	N/A	N/A	N/A	0	N/A	N/A	N/A
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	1	Below	10,000	Pump	3	Above	30,000	Truck	0	N/A	N/A	N/A
113	West Plains	West Plains Municipal	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	N/A	N/A
114	Willow Springs	Willow Springs Memorial	2	Below	8,000	Self	0	N/A	N/A	N/A	0	N/A	N/A	N/A

Legend:

Above Above Ground Tanks

Below Below Ground Tanks

N/A Not Applicable

U

Unknown/Information Not Provided

Truck and Pump Dispensing

* Survey not returned

Sources: Airport Inventory and Data Survey

Table 2-13
Aviation Services

SASP Code	Associated City	Airport	Charter Service	Air Taxi	Hangar Rental	Tie Downs	Aircraft Rental	Part-time Instr.	Full-time Instr.	Covered Overnight	Jet Fuel	AVGAS	Aircraft Repair	Avionics Repair	Avionics Sales	U.S. Customs	Public Phone	Restroom	Restaurant	Vending	Part 135 Operator	Car Rental	Sky Diving	Courtesy Car	Foreign Trade Zone	Industrial Park	Snow Removal	FAA Test Center	Flight School	Deicing Facility
1	Albany	Albany Municipal																												
2	Aurora	Jerry Summers Sr. Aurora Municipal																												
3	Ava	Ava Bill Martin Memorial																												
4	Bethany	Bethany Memorial																												
5	Bismarck	Bismarck Memorial																												
6	Bolivar	Bolivar Municipal																												
7	Boonville	Jesse Viertel Memorial																												
8	Bowling Green	Bowling Green Municipal																												
9	Brookfield/Marceline	North Central Missouri Regional																												
10	Buffalo	Buffalo Municipal																												
11	Butler	Butler Memorial																												
12	Cabool	Cabool Memorial																												
13	Camden	Camden Memorial																												
14	Cameron	Cameron Memorial																												
15	Campbell	Campbell Municipal																												
16	Cape Girardeau	Cape Girardeau Regional																												
17	Carrollton	Carrollton Memorial																												
18	Canthursville	Canthursville Memorial																												
19	Cassville	Cassville Municipal																												
20	Charleston	Mississippi County																												
21	Chillicothe	Chillicothe Municipal																												
22	Clinton	Clinton Memorial																												
23	Columbia	Columbia Regional																												
24	Cuba	Cuba Municipal																												
25	Dexter	Dexter Municipal																												
26	Doniphan	Doniphan Municipal																												
27	El Dorado Springs	El Dorado Springs Memorial																												
28	Eldon	Eldon Model Airpark																												
29	Excelsior Springs	Excelsior Springs Memorial																												
30	Farmington	Farmington Regional																												
31	Festus	Festus Memorial																												
32	Fredericktown	Fredericktown Regional																												
33	Fulton	Elton Hensley Memorial																												
34	Gainesville	Gainesville Memorial																												
35	Gideon	Gideon Memorial																												
36	Gran Valley	East Kansas City																												
37	Hannibal	Hannibal Municipal																												
38	Harrisonville	Lawrence Smith Memorial																												
39	Hermann	Hermann Municipal																												
40	Higginsville	Higginsville Industrial Municipal																												

Table 2-13
Aviation Services

SASP Code	Associated City	Airport	Charter Service	Air Taxi	Hangar Rental	The Downs	Aircraft Rental	Aircraft Sales	Part-time Instr.	Full-time Instr.	Covered Overnight	Jet Fuel	AvGAS	Aircraft Repair	Avionics Repair	Avionics Sales	U.S. Customs	Restroom	Restaurant	Vending	Part 135 Operator	Car Rental	Sky Diving	Courtesy Car	Foreign Trade Zone	Industrial Park	Snow Removal	FAA Test Center	Flight School	Deicing Facility
41	Homer'sville	Homer'sville Memorial																												
42	Houston	Houston Memorial				✓							✓									✓								
43	Jefferson City	Jefferson City Memorial	✓			✓			✓															✓						
44	Joplin	Joplin Regional		✓																										
45	Kahoka	Kahoka Municipal																												
46	Kaiser/Lake Ozark	Lee C Fine Memorial	✓																											
47	Kansas City	Kansas City Downtown		✓																										
48	Kennett	Kennett Memorial	✓																											
49	Kirksville	Kirksville Regional																												
50	Lamar	Lamar Municipal																												
51	Lebanon	Floyd W Jones																												
52	Lee's Summit	Lee's Summit Municipal	✓	✓																										
53	Lexington	Lexington Municipal																												
54	Lincoln	Lincoln Municipal																												
55	Linn	Linn State Technical College Airport																												
56	Macon	Macon-Fower Memorial	✓	✓																										
57	Malden	Malden Regional																												
58	Mansfield	Mansfield Municipal																												
59	Marble Hill	Twin City Airport																												
60	Marshall	Marshall Memorial Municipal																												
61	Maryville	Northwest Missouri Regional																												
62	Memphis	Memphis Memorial																												
63	Mexico	Mexico Memorial																												
64	Moberly	Omar N Bradley																												
65	Monett	Monett Municipal																												
66	Monroe City	Monroe City Regional																												
67	Montgomery City	Montgomery-Wehrman																												
68	Monticello	Lewis County Regional																												
69	Mosby	Clay County Regional																												
70	Mount Vernon	Mount Vernon Municipal																												
71	Mountain Grove	Mountain Grove Memorial																												
72	Mountain View	Mountain View																												
73	Neosho	Hugh Robinson Memorial																												
74	Nevada	Nevada Municipal																												
75	New Madrid	County Memorial																												
76	Osage Beach	Grand Glaize	✓																											
77	Osceola	Osceola Municipal																												
78	Ozark	Air Park South																												
79	Perryville	Perryville Municipal	✓																											
80	Piedmont	Piedmont Municipal																												

Table 2-13
Aviation Services

SASP Code	Associated City	Airport	Charter Service	Air Taxi	Hangar Rental	The Downs	Aircraft Rental	Aircraft Sales	Part-time Instr.	Full-time Instr.	Covered Overnight	Jet Fuel	AvGAS	Aircraft Repair	Avionics Repair	Avionics Sales	U.S. Customs	Public Phone	Restroom	Restaurant	Vending	Part 135 Operator	Car Rental	Sky Diving	Courtesy Car	Foreign Trade Zone	Industrial Park	Snow Removal	FAA Test Center	Flight School	Deicing Facility
81	Point Lookout	M Graham Clark																													
82	Poplar Bluff	Poplar Bluff Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
83	Potosi	Washington County				✓						✓	✓	✓									✓	✓							
84	Princeton	Princeton-Kauffman Memorial			✓																			✓							
85	Richland	Richland Municipal				✓																									
86	Rolla	Rolla Downtown			✓																										
87	Rolla/Vichy	Rolla National			✓							✓	✓	✓	✓							✓	✓	✓	✓						
88	Saint Charles	Saint Charles			✓	✓	✓	✓	✓	✓	✓		✓	✓	✓								✓	✓							
89	Saint Charles	Saint Charles County Smartt		✓	✓	✓	✓	✓	✓	✓			✓	✓	✓									✓							
90	Saint Clair	Saint Clair Regional			✓	✓	✓	✓	✓	✓	✓		✓	✓	✓								✓	✓							
91	Saint Joseph	Rosecrans Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							✓	✓	✓							
92	Saint Louis	Creve Coeur			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							✓	✓	✓							
93	Saint Louis	Spirit Of Saint Louis	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓							✓	✓	✓							
94	Salem	Salem Memorial			✓	✓	✓	✓	✓	✓			✓	✓	✓							✓	✓	✓							
95	Sedalia	Sedalia Memorial				✓	✓					✓	✓	✓									✓	✓							
96	Shelbyville	Shelby County					✓																✓	✓							
97	Sikeston	Sikeston Memorial Municipal			✓	✓					✓	✓	✓	✓	✓							✓	✓	✓							
98	Slater	Slater Memorial					✓																✓	✓							
99	Springfield	Springfield-Branson Regional	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓							✓	✓	✓							
100	Steele	Steele Municipal			✓	✓	✓					✓	✓	✓	✓							✓	✓	✓							
101	Stockton	Stockton Municipal			✓	✓	✓				✓		✓	✓	✓																
102	Sullivan	Sullivan Regional			✓	✓	✓					✓	✓	✓	✓										✓						
103	Tadzio	Gould Peterson Municipal				✓							✓	✓																	
104	Thayer	Thayer Memorial											✓	✓																	
105	Trenton	Trenton Municipal			✓	✓	✓					✓	✓	✓	✓									✓							
106	Unionville	Unionville Municipal			✓	✓	✓																								
107	Van Buren	Bolinger Crass Memorial																													
108	Versailles	Roy Otten Memorial			✓	✓	✓				✓		✓	✓	✓																
109	Warrensburg	Cinsu Max B Swisher Skyhaven	✓			✓	✓					✓	✓	✓								✓	✓	✓							
110	Warsaw	Warsaw Municipal			✓	✓	✓						✓	✓										✓	✓						
111	Washington	Washington Memorial			✓	✓	✓				✓		✓	✓	✓							✓	✓	✓							
112	Waynesville	Waynesville (Regional Arpt AT Forney Fld)			✓	✓	✓						✓	✓										✓	✓						
113	West Plains	West Plains Municipal	✓		✓	✓	✓				✓	✓	✓	✓								✓	✓	✓							
114	Willow Springs	Willow Springs Memorial			✓	✓	✓						✓	✓		✓						✓	✓	✓							

Sources: Airport Inventory and Data Survey
 Airport/Facility Directory
 Missouri Airport Directory (2002-03 and 2004-05)
 AirNav.com

Table 2-14
Airport/Aviation Activities

	Associated City	Airport	Air Ambulance	Recreational	Agricultural	Transient Jet	J-I-T Shipping	Law Enforcement	Prisoner Transport	Forest Fire Fighting	Aerial Photo/Surveying	Utlights	Experimental	Other
1	Albany	Albany Municipal	L	H	L								L	
2	Aurora	Jerry Sumners Sr. Aurora Municipal		M										M
3	Ava	Ava Bill Martin Memorial	M	M								M		
4	Bethany	Bethany Memorial		L				L						
5	Bismarck	Bismarck Memorial		L				L				L	L	
6	Bolivar	Bolivar Municipal		H	L	L		L			L	L	L	L
7	Boonville	Jesse Viertel Memorial	L	M	L	L	L	L	L	L	L	L	M	
8	Bowling Green	Bowling Green Municipal	L	M	L									
9	Brookfield/Marceline	North Central Missouri Regional*												
10	Buffalo	Buffalo Municipal*												
11	Butler	Butler Memorial*												
12	Cabool	Cabool Memorial	L	H	L							L	M	
13	Camdenton	Camdenton Memorial	L	L		L		L		L	L	L	L	L
14	Cameron	Cameron Memorial		M		L		L	L			L	L	
15	Campbell	Campbell Municipal*												
16	Cape Girardeau	Cape Girardeau Regional*	L	H	L	M	L	M	L	L	L	L	H	
17	Carrollton	Carrollton Memorial			L									
18	Caruthersville	Caruthersville Memorial		M	H	L	L							
19	Cassville	Cassville Municipal	L	M				L				L	M	
20	Charleston	Mississippi County	H	H	H	L	L	M	M	L	L	H	H	
21	Chillicothe	Chillicothe Municipal		M	M	L		L	L		L	L	L	
22	Clinton	Clinton Memorial	L	H		M		M		L	L	L	L	

Table 2-14
Airport/Aviation Activities

	Associated City	Airport	Air Ambulance	Recreational	Agricultural	Transient Jet	J-1-T Shipping	Law Enforcement	Prisoner Transport	Forest Fire Fighting	Aerial Photo/Surveying	Utilities	Experimental	Other
23	Columbia	Columbia Regional	M	H	T	M	M	T	L	L	T	T	T	
24	Cuba	Cuba Municipal		M							M			
25	Dexter	Dexter Municipal	L	M	H	M	H	M	L		L	L	L	
26	Doniphan	Doniphan Municipal	L	M	L	L	L	L	L	L	L	L	L	L
27	El Dorado Springs	El Dorado Springs Memorial	L	M	L			L					L	
28	Eldon	Eldon Model Airport	L	H	L	L	L	L			L	L	M	L
29	Excelsior Springs	Excelsior Springs Memorial	L	H				L			L	M	M	M
30	Farmington	Farmington Regional*												
31	Festus	Festus Memorial*	L	M										
32	Fredericktown	Fredericktown Regional*	L	M		L								
33	Fulton	Elton Hensley Memorial		H	L			L	L		L	L		H
34	Gainesville	Gainesville Memorial	L	M								L		
35	Gideon	Gideon Memorial	L		M									
36	Grain Valley	East Kansas City*	L	M		L							L	L
37	Hannibal	Hannibal Municipal	M	L		L								
38	Harrisonville	Lawrence Smith Memorial	H	M	L	L					L	L	L	
39	Hermann	Hermann Municipal*												
40	Higginsville	Higginsville Industrial Municipal		H		L					L	L	L	
41	Hornersville	Hornersville Memorial*												
42	Houston	Houston Memorial*		M	M						L			
43	Jefferson City	Jefferson City Memorial*	L	H	L	M	L	H	L	L	L	L	M	
44	Joplin	Joplin Regional	M	H	L	H	M	L	L	L	L	L	M	M

Table 2-14
Airport/Aviation Activities

	Associated City	Airport	Air Ambulance	Recreational	Agricultural	Transient Jet	J-17 Shipping	Law Enforcement	Prisoner Transport	Forest Fire Fighting	Aerial Photo/Surveying	Ultralights	Experimental	Other
45	Kahoka	Kahoka Municipal		M									L	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	L	H		L					L		L	
47	Kansas City	Kansas City Downtown	H	L		H	M	L	L		L		L	L
48	Kennett	Kennett Memorial	H	H	H	M	L	L	L	L	L	L	L	
49	Kirkville	Kirkville Regional	M	H	L	M	M	L	L	L	L	L	L	
50	Lamar	Lamar Municipal	L	H	M			L				L	M	
51	Lebanon	Floyd W Jones	L	H	L	H	M	L			L	M	L	
52	Lee's Summit	Lee's Summit Municipal	L	M		M	L	M			M	L	M	M
53	Lexington	Lexington Municipal*	L	H	L			M	M		L		L	
54	Lincoln	Lincoln Municipal	L	M	L			L			L	M	M	M
55	Linn	Linn State Technical College Airport*		H							L	L		
56	Macon	Macon-Fower Memorial	L	H	M	L	L	H	L	L	M	M	M	M
57	Malden	Malden Regional	L	M	H	L	L	L			L	L		
58	Mansfield	Mansfield Municipal	L	M	M			M				L		
59	Marble Hill	Twin City Airpark	L						L					
60	Marshall	Marshall Memorial Municipal	L	H	M	L		L			L			
61	Maryville	Northwest Missouri Regional	L	H	L	L	L	M	L	L	L	L	L	L
62	Memphis	Memphis Memorial	L	H	L	L	L	L	L	L	L	L	L	
63	Mexico	Mexico Memorial	L	H	L	M	L	M	M	L	M	L	M	
64	Moberly	Omar N Bradley		H	L	M		M						
65	Monett	Monett Municipal	L	L	L	L		L					L	H
66	Monroe City	Monroe City Regional*		H							L			

Table 2-14
Airport/Aviation Activities

	Associated City	Airport	Air Ambulance	Recreational	Agricultural	Transient Jet	J-1-T Shipping	Law Enforcement	Prisoner Transport	Forest Fire Fighting	Aerial Photo/Surveying	Utlights	Experimental	Other
67	Montgomery City	Montgomery-Wehrman*												
68	Monticello	Lewis County Regional*		M	L			L	L		L	L		L
69	Mosby	Clay County Regional		H		L	L		L				L	
70	Mount Vernon	Mount Vernon Municipal*												
71	Mountain Grove	Mountain Grove Memorial	M	H	M	L					L	L	M	
72	Mountain View	Mountain View*												
73	Neosho	Hugh Robinson Memorial	L	H	L	L		L	L	L	L	L	L	
74	Nevada	Nevada Municipal	L	M	L	L					L	L	L	
75	New Madrid	County Memorial*												
76	Osage Beach	Grand Glaize	L	L							L	L	L	
77	Osceola	Osceola Municipal		L										
78	Ozark	Air Park South		L										
79	Perryville	Perryville Municipal		L	L	M	L		L			M	L	
80	Piedmont	Piedmont Municipal	L	L	H			L						
81	Point Lookout	M Graham Clark*												
82	Poplar Bluff	Poplar Bluff Municipal	L	H	L	L		H	L			L		
83	Potosi	Washington County	L	M		M		M	L	L	M	L	M	M
84	Princeton	Princeton-Kauffman Memorial		L	L									
85	Richland	Richland Municipal		L	L							L	L	L
86	Rolla	Rolla Downtown*												
87	Rolla/Vichy	Rolla National	L	M	L	M		L	L	L	L			M
88	Saint Charles	Saint Charles*												

Table 2-14
Airport/Aviation Activities

	Associated City	Airport	Air Ambulance	Recreational	Agricultural	Transient Jet	J-I-T Shipping	Law Enforcement	Prisoner Transport	Forest Fire Fighting	Aerial Photo/Surveying	Utlights	Experimental	Other
89	Saint Charles	Saint Charles County Smartt		H	L							L	L	
90	Saint Clair	Saint Clair Regional	H	M		L		M				L		
91	Saint Joseph	Rosecrans Memorial	L	L	L	M	L	L			M			H
92	Saint Louis	Creve Coeur	L	H		M		L			L		M	L
93	Saint Louis	Spirit Of Saint Louis	H	H		H	M	H	L		H		L	
94	Salem	Salem Memorial	L	H	L			L		M	L			
95	Sedalia	Sedalia Memorial	L	H	L	H	M	L	L	L	L	L	M	
96	Shelbyville	Shelby County		L										L
97	Sikeston	Sikeston Memorial Municipal*												
98	Slater	Slater Memorial*												
99	Springfield	Springfield-Branson Regional	L	H		H	H	H	H				L	H
100	Steele	Steele Municipal		M	H	L		L						
101	Stockton	Stockton Municipal	L	M				L					L	
102	Sullivan	Sullivan Regional		M	M		M	L	L	L	M	M	L	L
103	Tarkio	Gould Peterson Municipal	L	M	H			L					L	
104	Thayer	Thayer Memorial	L	M	L			L				L		
105	Trenton	Trenton Municipal		M	L	M		L	L		L	L	L	
106	Unionville	Unionville Municipal		L	L			L				L	L	
107	Van Buren	Bollinger Crass Memorial	M	L	L	L								
108	Versailles	Roy Otten Memorial	M	H			L	L				L	L	
109	Warrensburg	CMSU Max B Swisher Skyhaven	L	L		L		L						H
110	Warsaw	Warsaw Municipal		M	L	L							L	

Table 2-14
Airport/Aviation Activities

	Associated City	Airport	Air Ambulance	Recreational	Agricultural	Transient Jet	J-17 Shipping	Law Enforcement	Prisoner Transport	Forest Fire Fighting	Aerial Photo/Surveying	Utlights	Experimental	Other
111	Washington	Washington Memorial		H	L	L		L	L	L	L		L	H
112	Waynesville	Waynesville (Regional Arpt. At Fomey Fld)	L	L		L		L	L					M
113	West Plains	West Plains Municipal	L	L	L	M	H	L	L	L	L	L	L	
114	Willow Springs	Willow Springs Memorial	L	H		L	L	M		L	M	M	L	

Legend:

** Survey not returned*

L = Low

M = Medium

H = High

Sources:

Airport Inventory and Data Survey

Table 2-15
Airport Navigational Aids

	Associated City	Airport	PAPI	VASI	REIL	HIRL	MIRL	LIRL	MTL	REFLECT.	WIND CONE	SEG. CIRCLE	NPI	ILS	LOC	ALS	DME	VOR	GPS	NDB	WRS	ATCT	BEACON
1	Albany	Albany Municipal						✓			✓	✓											✓
2	Aurora	Jerry Summers Sr. Aurora Municipal						✓			✓	✓	✓					✓	✓				✓
3	Ava	Ava Bill Martin Memorial		✓			✓				✓		✓				✓	✓	✓	✓			✓
4	Bethany	Bethany Memorial						✓			✓	✓											✓
5	Bismarck	Bismarck Memorial						✓			✓	✓											✓
6	Bolivar	Bolivar Municipal	✓				✓		✓		✓	✓	✓						✓				✓
7	Boonville	Jesse Viertel Memorial	✓		✓		✓			✓	✓	✓	✓					✓	✓	✓			✓
8	Bowling Green	Bowling Green Municipal						✓			✓	✓	✓					✓	✓				✓
9	Brookfield/Marceline	North Central Missouri Regional	✓		✓		✓				✓		✓						✓				
10	Buffalo	Buffalo Municipal						✓			✓												✓
11	Butler	Butler Memorial	✓				✓			✓	✓		✓					✓	✓				✓
12	Cabool	Cabool Memorial						✓			✓		✓					✓	✓				✓
13	Camdenton	Camdenton Memorial						✓			✓		✓					✓	✓				✓
14	Cameron	Cameron Memorial	✓		✓		✓				✓	✓	✓						✓	✓			✓
15	Campbell	Campbell Municipal		✓				✓			✓												
16	Cape Girardeau	Cape Girardeau Regional		✓		✓			✓		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
17	Carrollton	Carrollton Memorial					✓				✓												✓
18	Canthursville	Canthursville Memorial					✓				✓	✓											✓
19	Cassville	Cassville Municipal					✓				✓		✓										✓
20	Charleston	Mississippi County		✓			✓				✓		✓						✓	✓			✓
21	Chillicothe	Chillicothe Municipal	✓				✓				✓	✓	✓						✓	✓	✓		✓
22	Clinton	Clinton Memorial	✓		✓		✓			✓	✓	✓	✓						✓	✓			✓
23	Columbia	Columbia Regional		✓	✓	✓			✓		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
24	Cuba	Cuba Municipal	✓		✓		✓				✓	✓	✓						✓	✓	✓		✓
25	Dexter	Dexter Municipal		✓	✓		✓				✓	✓	✓					✓	✓	✓			✓
26	Doniphan	Doniphan Municipal					✓				✓	✓											
27	El Dorado Springs	El Dorado Springs Memorial					✓				✓												✓
28	Eldon	Eldon Model Airpark			✓		✓				✓	✓											✓
29	Excelsior Springs	Excelsior Springs Memorial						✓			✓	✓	✓					✓	✓				✓
30	Farmington	Farmington Regional	✓		✓		✓				✓		✓				✓	✓	✓	✓	✓		✓
31	Festus	Festus Memorial		✓	✓		✓				✓		✓						✓	✓			✓
32	Fredericktown	Fredericktown Regional					✓				✓		✓					✓	✓				✓
33	Fulton	Elton Hensley Memorial		✓			✓				✓	✓	✓					✓	✓	✓			✓
34	Gainesville	Gainesville Memorial						✓			✓												✓
35	Gideon	Gideon Memorial						✓			✓												✓
36	Grain Valley	East Kansas City		✓			✓				✓	✓	✓					✓	✓				✓
37	Hannibal	Hannibal Municipal	✓		✓		✓			✓	✓	✓	✓					✓	✓	✓	✓		✓

Table 2-15
Airport Navigational Aids

	Associated City	Airport	PAPI	VASI	REIL	HIRL	MIRL	LIRL	MTTL	REFLECT.	WIND CONE	SEG. CIRCLE	NPI	ILS	LOC	ALS	DME	VOR	GPS	NDB	WRS	ATCT	BEACON
38	Harrisonville	Lawrence Smith Memorial	✓				✓				✓	✓	✓					✓	✓				✓
39	Hermann	Hermann Municipal					✓				✓												
40	Higginsville	Higginsville Industrial Municipal					✓				✓												✓
41	Hornersville	Hornersville Memorial					✓				✓												✓
42	Houston	Houston Memorial			✓		✓				✓	✓											✓
43	Jefferson City	Jefferson City Memorial		✓	✓	✓							✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
44	Joplin	Joplin Regional	✓		✓	✓			✓		✓		✓	✓	✓	✓			✓	✓	✓	✓	✓
45	Kahoka	Kahoka Municipal						✓			✓												✓
46	Kaiser/Lake Ozark	Lee C Fine Memorial		✓		✓					✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
47	Kansas City	Kansas City Downtown		✓	✓	✓			✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
48	Kennett	Kennett Memorial		✓	✓		✓				✓		✓						✓	✓	✓	✓	✓
49	Kirksville	Kirksville Regional		✓	✓		✓				✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓
50	Lamar	Lamar Municipal					✓				✓	✓	✓					✓	✓	✓	✓	✓	✓
51	Lebanon	Floyd W Jones		✓			✓			✓	✓	✓	✓					✓	✓	✓	✓	✓	✓
52	Lee's Summit	Lee's Summit Municipal		✓	✓		✓		✓			✓	✓					✓	✓	✓	✓	✓	✓
53	Lexington	Lexington Municipal						✓			✓		✓					✓	✓				✓
54	Lincoln	Lincoln Municipal									✓												
55	Linn	Linn State Technical College Airport	✓		✓		✓				✓												✓
56	Macon	Macon-Fower Memorial					✓				✓	✓	✓				✓	✓	✓				✓
57	Malden	Malden Regional					✓				✓	✓	✓				✓	✓	✓				✓
58	Mansfield	Mansfield Municipal		✓			✓				✓	✓											✓
59	Marble Hill	Twin City Airport						✓			✓												
60	Marshall	Marshall Memorial Municipal		✓			✓				✓	✓	✓						✓	✓	✓	✓	✓
61	Maryville	Northwest Missouri Regional					✓				✓	✓	✓					✓	✓	✓			✓
62	Memphis	Memphis Memorial						✓			✓	✓	✓										✓
63	Mexico	Mexico Memorial			✓		✓				✓	✓	✓					✓	✓				✓
64	Moberly	Onar N Bradley	✓		✓		✓				✓	✓	✓				✓	✓	✓				✓
65	Monett	Monett Municipal	✓		✓		✓			✓	✓		✓					✓	✓				✓
66	Monroe City	Monroe City Regional	✓		✓		✓				✓	✓	✓					✓	✓				✓
67	Montgomery City	Montgomery-Wehrman						✓			✓												
68	Monticello	Lewis County Regional					✓				✓	✓	✓					✓	✓				✓
69	Mosby	Clay County Regional	✓		✓				✓		✓	✓	✓						✓	✓			✓
70	Mount Vernon	Mount Vernon Municipal									✓												
71	Mountain Grove	Mountain Grove Memorial						✓			✓	✓	✓					✓	✓	✓	✓		✓
72	Mountain View	Mountain View	✓					✓			✓	✓	✓					✓	✓	✓	✓		✓
73	Neosho	Hugh Robinson Memorial	✓		✓		✓		✓		✓	✓	✓				✓	✓	✓	✓			✓
74	Nevada	Nevada Municipal		✓			✓				✓	✓	✓					✓	✓	✓	✓		✓

Table 2-15
Airport Navigational Aids

	Associated City	Airport	PAPI	VASI	REIL	HIRL	MIRL	LIRL	MTL	REFLECT.	WIND CONE	SEG. CIRCLE	NPI	ILS	LOC	ALS	DME	VOR	GPS	NDB	WRS	ATCT	BEACON
75	New Madrid	County Memorial					✓				✓		✓							✓			✓
76	Osage Beach	Grand Glaize	✓				✓				✓		✓					✓	✓				✓
77	Osceola	Osceola Municipal						✓			✓												
78	Ozark	Air Park South						✓			✓		✓					✓	✓				
79	Perryville	Perryville Municipal	✓				✓				✓		✓					✓	✓				✓
80	Piedmont	Piedmont Municipal		✓	✓		✓				✓												✓
81	Point Lookout	M Graham Clark		✓	✓		✓				✓		✓				✓	✓	✓				✓
82	Poplar Bluff	Poplar Bluff Municipal	✓	✓	✓		✓				✓		✓						✓	✓			✓
83	Potosi	Washington County					✓				✓												✓
84	Princeton	Princeton-Kauffman Memorial									✓												
85	Richland	Richland Municipal						✓			✓												
86	Rolla	Rolla Downtown						✓			✓		✓				✓	✓	✓				
87	Rolla/Vichy	Rolla National		✓		✓					✓		✓				✓	✓	✓		✓		
88	Saint Charles	Saint Charles	✓	✓				✓			✓		✓					✓	✓				
89	Saint Charles	Saint Charles County Smartt	✓		✓		✓				✓		✓					✓	✓				✓
90	Saint Clair	Saint Clair Regional			✓						✓												✓
91	Saint Joseph	Rosecrans Memorial		✓	✓	✓					✓		✓			✓	✓	✓	✓		✓		✓
92	Saint Louis	Creve Coeur	✓		✓		✓				✓		✓					✓	✓				✓
93	Saint Louis	Spirit Of Saint Louis		✓		✓					✓		✓						✓	✓			✓
94	Salem	Salem Memorial			✓		✓				✓		✓					✓	✓				✓
95	Sedalia	Sedalia Memorial	✓		✓		✓				✓		✓						✓	✓			✓
96	Shelbyville	Shelby County									✓												
97	Sikeston	Sikeston Memorial Municipal		✓	✓		✓				✓		✓					✓	✓				✓
98	Slater	Slater Memorial									✓												
99	Springfield	Springfield-Branson Regional		✓		✓					✓		✓				✓	✓	✓		✓		✓
100	Steele	Steele Municipal							✓		✓		✓										✓
101	Stockton	Stockton Municipal						✓			✓		✓					✓	✓				✓
102	Sullivan	Sullivan Regional	✓				✓				✓		✓						✓				✓
103	Tarkio	Could Peterson Municipal					✓				✓												✓
104	Thayer	Thayer Memorial						✓			✓												✓
105	Trenton	Trenton Municipal	✓		✓		✓				✓		✓						✓	✓			✓
106	Unionville	Unionville Municipal						✓		✓	✓												✓
107	Van Buren	Bollinger Crass Memorial					✓				✓												
108	Versailles	Roy Otten Memorial					✓				✓		✓										✓
109	Warrensburg	CMSU Max B Swisher Skyhaven	✓				✓				✓		✓					✓	✓				✓
110	Warsaw	Warsaw Municipal					✓				✓		✓								✓		✓
111	Washington	Washington Memorial	✓		✓		✓				✓		✓					✓	✓				✓

Table 2-15
Airport Navigational Aids

	Associated City	Airport	PAPI	VASI	REIL	HIRL	MIRL	LIRL	MITL	REFLECT.	WIND CONE	SEG. CIRCLE	NPI	ILS	LOC	ALS	DME	VOR	GPS	NDB	WRS	ATCT	BEACON
112	Waynesville	Waynesville (Regional Aprt At Forney Fld)		✓	✓	✓					✓		✓		✓	✓	✓	✓	✓	✓	✓		✓
113	West Plains	West Plains Municipal	✓		✓		✓				✓	✓	✓					✓	✓		✓		✓
114	Willow Springs	Willow Springs Memorial									✓	✓											

Legend:

PAPI

VASI

REIL

HIRL

MIRL

LIRL

MITL

REFLECT

SEG. CIRCLE

Sources:

Airport Inventory and Data Survey

FAA Airport Datasheets

Airport/Facility Directory

Missouri Airport Directory 2002-2003

Precision Approach Path Indicators

Visual Approach Slope Indicators

Runway End Identifier Lights

High Intensity Runway Lights

Medium Intensity Runway Lights

Low Intensity Runway Lights

Medium Intensity Taxiway Lighting

Reflectors

Segmented Circle

Airport Inventory and Data Survey

FAA Airport Datasheets

Airport/Facility Directory

Missouri Airport Directory 2002-2003

Pre

Instrument Landing System

Localizer

Approach Lighting System

Distance Measuring Equipment

Very High Freq. Omirange Approach

Global Positioning System Approach

Nondirectional Beacon

Weather Reporting System

Air Traffic Control Tower

NPI

ILS

LOC

ALS

DME

VOR

GPS

NDB

WRS

ATCT

Table 2-16
Airport Land Use and Development

Associated City	Airport	City Zoning	County Zoning	Height Zoning	Land Use	Head Zoning	Community/Political	Physical	Environmental	Financial	North	East	South	West	Issues	Road Type	Condition	Current Airport Improvements	Does City Contribute to O&M?
1 Albany	Albany Municipal	Yes	No	No	Yes	No	No	N/P	N/P	X	RES	RES	RES	AG	No	2-Ln, Unpaved	Fair	Beacon	Yes
2 Aurora	Perry Summers Sr. Aurora Municipal	Yes	No	No	No	No	No	None	None	Yes	RES	AG/RES	AG/WD	AG/RES	No	2-Ln, Paved	Good	None	Yes
3 Ava	Ava Bill Martin Memorial	Yes	No	No	No	No	No	None	None	None	AG	Res/AG	AG	AG	No	2-Ln, Paved	Good	None	Yes
4 Bethany	Bethany Memorial	Yes	No	No	No	No	No	None	None	None	IND	AG	IND	PUB	No	2-Ln, Paved	Fair	N/P	Yes
5 Bismarck	Bismarck Memorial	N/P	N/P	Yes	N/P	No	No	None	None	None	RES	N/P	AG	PUB	No	N/P	N/P	Hangar Construction	N/P
6 Bolivar	Bolivar Municipal	No	No	No	No	No	No	None	None	None	AG/RES	AG/RES	PUB	AG/RC	No	2-Ln, Paved	Good	Hangar Construction	Yes
7 Bowling Green	Jesse Vertel Memorial	No	No	N/P	N/P	No	No	None	None	None	AG	AG	AG	AG	No	2-Ln, Paved	Poor	Terminal/T-Hangars	Yes
8 Bowling Green	Bowling Green Municipal	No	No	No	No	No	Yes	Yes	None	None	AG	PUB	PUB	PRISON	No	4-Ln, Paved	Good	N/P	Yes
9 Brookfield/Marceline	North Central Missouri Regional								N/P									N/P	
10 Buffalo	Buffalo Municipal								N/P									N/P	
11 Butler	Butler Memorial	Yes	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	2-Ln, Paved	Good	N/P	Yes
12 Cabool	Cabool Memorial	Yes	No	Yes	No	No	None	None	None	None	AG	AG	PUB	IND/PUB	No	2-Ln, Paved	Good	Obstruction Removal	Yes
13 Cardenton	Cardenton Memorial	Yes	No	Yes	No	No	None	None	None	Yes	IND	IND	AG	AG/IND	No	2-Ln, Paved	Fair	N/P	No
14 Carleton	Carleton Memorial	Yes	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	2-Ln, Paved	N/P	Hangars/TXV Rehab	Yes
15 Campbell	Campbell Municipal								N/P									N/P	
16 Cape Girardeau	Cape Girardeau Regional	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	Yes	IND	IND	AG	AG	Yes	2-Ln, Paved	Good	T-Hangar Rehab	Yes
17 Carrollton	Carrollton Memorial	N/P	N/P	N/P	N/P	No	None	None	None	None	AG	AG	AG	AG	No	2-Ln, Paved	Good	N/P	No
18 Caruthersville	Caruthersville Memorial	Yes	No	Yes	Yes	Yes	None	None	None	Yes	AG	AG/PUB	AG	AG	No	2-Ln, Paved	Good	None	Yes
19 Cassville	Cassville Municipal	Yes	Yes	Yes	Yes	Yes	None	None	None	None	AG	RES/AG	AG	AG	No	2-Ln, Paved	Good	RWY/Apron Rehab	No
20 Charleston	Mississippi County	Yes	Yes	N/P	N/P	No	None	N/P	N/P	N/P	COMM	N/P	N/P	N/P	N/P	2-Ln, Paved	N/P	N/P	Yes
21 Chalkville	Chalkville Municipal	No	Yes	No	No	No	None	Yes	None	None	AG	AG	AG/COM	AG	No	4-Ln, Paved	Good	RWY Resurfacing	Yes
22 Clinton	Clinton Memorial	No	No	Yes	Yes	Yes	None	None	None	Yes	AG	AG	AG	AG	None	2-Ln, Paved	Good	None	Yes
23 Columbia	Columbia Regional	Yes	Yes	Yes	Yes	Yes	None	None	None	None	AG	AG	AG/RES	AG/COM	None	2-Ln, Paved	Good	None	Yes
24 Cuba	Cuba Municipal	No	No	No	No	No	None	None	None	None	RES	AG	AG	AG	No	2-Ln, Paved	Good	RWY Resurfacing	Yes
25 Dexter	Dexter Municipal	Yes	No	No	No	No	None	None	None	Yes	RES	AG	AG	PUB	No	2-Ln, Paved	Good	TXV Rehab	No
26 Doniphan	Doniphan Municipal	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	None	1-Ln, Unpaved	Good	None	Yes
27 El Dorado Springs	El Dorado Springs Memorial	No	No	No	No	No	None	None	None	Yes	IND	AG	AG	COMM	None	2-Ln, Paved	Good	None	Yes
28 Eldon	Eldon Model Airport	Yes	No	Yes	Yes	Yes	None	None	None	None	PUB	PUB/CO	PUB/CO	RES	No	2-Ln, Paved	Good	Current ALP	No
29 Excelsior Springs	Excelsior Springs Memorial	Yes	No	Yes	Yes	Yes	Yes	None	None	None	PUB/AG	AG	PUB	AG	No	2-Ln, Paved	Good	RWY/Apron Rehab	No
30 Farmington	Farmington Regional								N/P									N/P	
31 Festus	Festus Memorial	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	COMM	IND	RES	COMM	No	2-Ln, Paved	Poor	None	No
32 Fredericktown	Fredericktown Regional	Yes	No	No	No	No	Yes	None	None	Yes	AG	AG	AG	AG	No	1-Ln, Paved	Fair	None	Yes
33 Fulton	Ellen Hensley Memorial	No	No	No	No	No	None	None	Yes	None	AG	AG	AG	AG	No	2-Ln, Paved	Fair	Eng work for RWY	Yes
34 Gainesville	Gainesville Memorial	No	No	Yes	No	No	None	Yes	Yes	None	PUB/RES	PUB/RES	IND	PUB/RES	No	2-Ln, Paved	Good	None	Yes
35 Sikeston	Sikeston Memorial	Yes	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	2-Ln, Paved	Good	None	N/P
36 Grain Valley	Grain Valley	No	No	Yes	No	Yes	Yes	Yes	None	None	RES	RES	RES	RES	None	2-Ln, Paved	Good	Hangar Construction	No
37 Hannibal	Hannibal Municipal	Yes	Yes	No	No	No	Yes	None	None	None	AG	AG	AG	AG	None	2-Ln, Paved	Good	None	Yes
38 Harrisville	Lawrence Smith Memorial	Yes	Yes	Yes	Yes	Yes	None	None	None	None	AG/RES	AG	AG	AG	No	2-Ln, Paved	Good	ALP Update	Yes
39 Hermann	Hermann Municipal								N/P									N/P	
40 Higginsville	Higginsville Industrial Municipal	No	Yes	No	No	No	None	None	None	None	AG	PUB/W	PUB/W	AG	No	2-Ln, Paved	Good	RWY Resurfacing	Yes
41 Homersville	Homersville Memorial								N/P									N/P	
42 Houston	Houston Memorial	Yes	No	No	No	No	None	None	None	None	RES	RES	RES	RES	No	2-Ln, Paved	Good	None	Yes
43 Jefferson City	Jefferson City Memorial	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	AG	AG	AG	AG	No	2-Ln, Paved	Good	ILS Equip. Replacement	Yes
44 Joplin	Joplin Regional	Yes	No	Yes	Yes	No	None	None	None	None	AG	RES	IND	RES	No	2-Ln, Paved	Good	New Terminal	No
45 Kahoka	Kahoka Municipal	No	No	No	No	No	None	None	None	None	PUB/AG	AG	AG/RES	AG/RES	No	2-Ln, Paved	Good	None	Yes
46 Kaiser/Lake Ozark	Lee C. Fine Memorial	No	No	Yes	Yes	Yes	Yes	None	None	None	PUB	PUB	PUB	PUB	No	4-Ln, Paved	Good	T-Hangars	Yes
47 Kansas City	Kansas City Downtown	Yes	Yes	Yes	Yes	Yes	N/P	X	X	N/P	W/COM	PUB	W/IND	WATER	No	4-Ln, Paved	Good	N/P	No
48 Kennett	Kennett Memorial	Yes	No	Yes	Yes	No	None	Yes	None	None	COMM	PUB	AG	COM/RE	No	2-Ln, Paved	Good	Land Ac. RWY2/20	Yes
49 Kirksville	Kirksville Regional	Yes	No	Yes	Yes	No	None	Yes	None	None	AG	AG	AG	AG	No	4-Ln, Paved	Good	Apron/T-Hangar	Yes

Table 2-16
Airport Land Use and Development

Associated City	Airport	City Zoning	County Zoning	Land Use	Height Zoning	Hazard Zoning	Community/Political	Physical	Environmental	Financial	North	East	South	West	Issues	Road Type	Condition	Current Airport Improvements	Does City Contribute to O&M?
50 Lamar	Lamar Municipal	No	No	No	Yes	Yes	None	None	None	None	AG	RES	AG	AG	No	21Ln, Paved	Good	Runway/Lights	Yes
51 Lebanon	Floyd W Jones	Yes	No	No	Yes	Yes	None	Yes	None	Yes	COMM	PUB	IND	RES	No	21Ln, Paved	Good	TXW/AVOS/Hangars	Yes
52 Lees Summit	Lees Summit Municipal	Yes	No	No	Yes	Yes	None	Yes	Yes	Yes	RES	RES	IND/CO	AG/RES	Yes	21Ln, Paved	Good	Land Ac.	Yes
53 Lexington	Lexington Municipal	No	No	No	Yes	Yes	None	None	None	None	AG	AG	AG	AG	None	21Ln, Unpaved	Good	None	No
54 Lincoln	Jarvis Municipal	Yes	Yes	No	Yes	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	Instill Tie-Downs	Yes
55 Jinn	Jinn State Technical College Airport	Yes	No	No	No	No	None	None	None	None	IND	AG	PUB	RES	No	21Ln, Paved	Good	None	Yes
56 Macon	Macon Power Memorial	Yes	No	No	No	No	Yes	Yes	None	None	AG	AG	PUB	RES/AG	No	21Ln, Paved	Good	Runway Extension	Yes
57 Malden	Malden Regional	Yes	No	No	No	No	Yes	None	None	None	AG/RES	COM/RES	AG/RES	AG	Yes	21Ln, Paved	Good	Apron Overlay/ALP	No
58 Mansfield	Mansfield Municipal	No	No	No	Yes	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	None	Yes
59 Marble Hill	Marble Hill Municipal	Yes	No	No	Yes	Yes	None	None	None	None	RES	RES/CO	AG/AG	AG	No	21Ln, Paved	Good	Taxway	No
60 Marshall	Marshall Memorial Municipal	Yes	No	No	Yes	No	None	None	None	Yes	AG	AG	AG	AG	No	21Ln, Paved	Good	Hangar Maint.	Yes
61 Maryville	Northwest Missouri Regional	Yes	No	No	Yes	No	None	None	None	Yes	AG	AG	AG	AG	No	21Ln, Paved	Good	None	Yes
62 Memphis	Memphis Municipal	Yes	No	No	Yes	No	None	None	None	None	IND	AG	IND	AG/CO	No	21Ln, Paved	Good	AWOS Installation	Yes
63 Mexico	Mexico Memorial	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	RWY Resurfacing	Yes
64 Mobley	Omni N Bradley	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	Fencing/Apron	Yes
65 Monett	Monett Municipal	No	No	No	No	No	None	None	None	None	AG	PUB/AG	RES	AG/PUB	No	21Ln, Unpaved	Fair	Apron/RWY Overlay	Yes
66 Monroe City	Monroe City Regional	No	No	No	No	No	None	Yes	None	None	AG	AG	AG	AG	No	21Ln, Unpaved	Fair	None	N/P
67 Montgomery City	Montgomery-Wehrman	No	No	No	No	No	None	None	None	None	AG	AG	PUB/AG	AG	No	21Ln, Unpaved	Fair	None	No
68 Monticello	Lewis County Regional	Yes	Yes	Yes	Yes	Yes	None	None	Yes	Yes	AG	AG	AG	AG	No	21Ln, Paved	Poor	Terminal	Yes
69 Mosby	Clay County Regional	Yes	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Poor	Terminal	Yes
70 Mount Vernon	Mount Vernon Municipal	No	No	No	No	No	Yes	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	Terminal Bldg	Yes
71 Mountain View	Mountain View Municipal	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	None	N/P
72 Mountain View	Mountain View Municipal	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	None	N/P
73 Neesho	Hugh Robinson Memorial	Yes	No	Yes	Yes	Yes	None	None	None	Yes	COMM	IND	IND	IND/RES	No	21Ln, Paved	Good	Hangar Construction	Yes
74 Nevada	Nevada Municipal	Yes	No	No	Yes	Yes	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Fair	AWOS	Yes
75 Nevada	Nevada Memorial	Yes	No	Yes	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Fair	None	Yes
76 New Madrid	County Memorial	Yes	No	No	No	No	None	None	None	None	COMM	COMM	RES	COMM	No	21Ln, Paved	Good	Terminal	Yes
77 Osceola	Osceola Municipal	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	Yes	21Ln, Paved	Fair	None	No
78 Ozark	Air Park South	No	No	No	No	No	None	None	None	Yes	AG/RES	IND	AG/RES	AG	Yes	21Ln, Paved	Poor	Airfield/Terminal	Yes
79 Perryville	Perryville Municipal	Yes	Yes	Yes	Yes	Yes	None	None	None	None	AG	COM/IN	AG	AG	No	21Ln, Paved	Good	None	Yes
80 Piedmont	Piedmont Municipal	No	No	No	No	No	None	Yes	None	None	AG/PUB	WD	WD	WD	No	21Ln, Paved	Good	None	Yes
81 Point Lookout	M Graham Clark	No	No	No	No	No	None	None	None	None	NP	NP	NP	NP	No	21Ln, Paved	Good	None	N/P
82 Poplar Bluff	Poplar Bluff Municipal	No	No	No	No	No	None	Yes	None	Yes	AG	AG	PUB/AG	AG	Yes	21Ln, Gravel	Good	None	Yes
83 Potosi	Washington County	No	Yes	Yes	Yes	Yes	None	None	None	Yes	AG	IND/RES	RES/AG	IND/AG	No	21Ln, Paved	Good	Apron/Hangar/Term.	Yes
84 Princeton	Princeton Memorial	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Gravel	Good	None	No
85 Richland	Richland Municipal	Yes	No	Yes	Yes	Yes	None	None	None	None	AG	AG	AG	AG	No	21Ln, Unpaved	Poor	RWY Widening	Yes
86 Rolla	Rolla Downtown	No	No	No	No	No	Yes	Yes	None	None	AG	AG	AG/RES	AG	No	21Ln, Paved	Fair	Tw/Hangar/T-Hangars	Yes
87 Rolla/Vichy	Rolla National	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Fair	None	Yes
88 Saint Charles	Saint Charles	No	No	No	No	No	None	None	Yes	None	AG	AG	AG	AG	No	21Ln, Paved	Good	T-Hangars	Yes
89 Saint Charles	Saint Charles County Smart	Yes	No	No	No	No	None	None	None	Yes	AG	PUB/RES	PUB/CO	AG	No	21Ln, Paved	Good	RWY/TXW Reseal	Yes
90 Saint Clair	Saint Clair Regional	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	Yes	21Ln, Paved	Fair	Apron/Security	Yes
91 Saint Joseph	Rosecrans Memorial	Yes	No	Yes	Yes	Yes	None	None	None	Yes	PUB/AG	AG	AG	AG	No	21Ln, Paved	Good	Taxways	N/P
92 Saint Louis	Cave Coeur	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None	AG	IND	RES	AG	No	41Ln, Paved	Good	Pmt Maint/T-Hangars	No
93 Saint Louis	Spirit Of Saint Louis	No	No	Yes	Yes	Yes	None	None	None	None	AG	AG	AG	PUB	No	21Ln, Paved	Good	None	Yes
94 Salem	Salem Memorial	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Poor	Runway Extension	Yes
95 Secalia	Secalia Memorial	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Poor	None	Yes
96 Shelbyville	Shelby County	No	No	No	No	No	None	None	None	Yes	AG	AG	AG/PUB	AG	Yes	21Ln, Unpaved	Poor	None	Yes
97 Sikeston	Sikeston Municipal	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Unpaved	Poor	None	N/P
98 Slater	Slater Memorial	Yes	Yes	Yes	Yes	Yes	None	Yes	None	None	AG	COM/IN	AG	AG	No	21Ln, Paved	Good	Taxway/T-Hangars	N/P
99 Springfield	Springfield-Branson Regional	Yes	No	No	No	No	None	Now	None	Yes	AG	AG	AG	AG	Yes	21Ln, Unpaved	N/P	RWY/TXW Reseal	No
100 Steele	Steele Municipal	Yes	No	No	No	No	None	Yes	None	Yes	PUB	AG	COM/AG	AG	No	21Ln, Paved	Good	None	Yes
101 Stockton	Stockton Municipal	No	No	No	Yes	Yes	None	Yes	None	None	AG	AG/RES	COMM	IND/AG	No	21Ln, Paved	Good	Ext. TXW	Yes
102 Sullivan	Sullivan Regional	Yes	Yes	Yes	Yes	Yes	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Fair	None	Yes
103 Tarkenton	Could Peterson Municipal	No	No	No	No	No	None	None	None	None	AG	AG	AG	AG	No	21Ln, Paved	Good	None	Yes
104 Tarkenton	Thayer Memorial	No	No	No	No	No	None	None	None	None	AG	AG	WD	AG	No	21Ln, Paved	Good	None	Yes
105 Trenton	Trenton Municipal	Yes	No	No	No	No	None	None	Yes	Yes	AG	WATER	AG	AG	No	21Ln, Paved	Good	Tie-downs	Yes
106 Unionville	Unionville Municipal	No	No	No	No	No	None	Yes	None	Yes	AG	AG	WATER	RES	No	21Ln, Unpaved	Good	Hangar/Taxway	Yes

Table 2-16
Airport Land Use and Development

	Associated City	Airport	Land Use			Development Constraints			Adjacent Land Use				Ground Access Issues				Current Airport Improvements	Does City Contribute to O&M?
			City Zoning	County Zoning	Height Zoning	Hazard Zoning	Community/Political	Physical	Environmental	Financial	North	East	South	West	Issues	Road Type		
107	Van Buren		No	No	No	No	None	None	N/P	WD	RES	RES	RES	No	2-Ln, Unpaved	Poor	None	
108	Versailles		No	No	No	No	None	None	N/P	WD	RES	AG	AG	No	2-Ln, Paved	Good	Land Acq.	
109	Warrensburg		No	No	No	No	None	None	N/P	WD	RES	COM/AG	RES	Yes	2-Ln, Paved	Good	None	
110	Warsaw		No	No	None	None	Yes	None	Yes	AG	COM	AG	AG	No	2-Ln, Paved	Good	None	
111	Washington		No	Yes	Yes	None	None	None	None	AG	AG	AG	AG	None	2-Ln, Paved	Good	New 5000 RWY	
112	Waynesville		No	No	No	None	None	None	None	Military	Military	Military	Military	No	2-Ln, Paved	Good	ILS Install	
113	West Plains		No	No	Yes	Yes	None	None	None	AG	IND	IND	IND	No	2-Ln, Paved	Good	Drainage	
114	Willow Springs		No	No	No	No	Yes	None	Yes	PUB	RES	COMM	RES	No	2-Ln, Paved	Good	None	
			No	No	No	No	None	None	None	PUB	RES	COMM	RES	No	2-Ln, Paved	Good	None	

Sources: Airport Inventory and Data Survey

Legend:
 AG Agricultural
 RES Residential
 IND Industrial
 PUB Public Land
 WATER Lake/River/Pond
 WD Wooded
 N/P Not Provided
 X Yes

Chapter 3: Aviation Trends and Projections of Demand

The aviation industry and general aviation activity, especially in the State of Missouri, have experienced significant changes over the last 20 years. At the national level, fluctuating trends regarding general aviation usage and economic upturns/downturns resulting from the nation's business cycle have all impacted general aviation demand. At the State level, rapid demographic and economic growth experienced in Missouri have impacted general aviation demand. This chapter examines general aviation trends, and the numerous factors that have influenced those trends, in the U.S. and the State of Missouri.

General aviation trends are summarized in the following sections:

- ❑ National General Aviation Trends
- ❑ Missouri General Aviation Trends
- ❑ Missouri General Aviation Projections

The events of September 11, 2001 have had a profound impact on the aviation industry and in the months following, business was not conducted as usual. Within the context of based aircraft and operational activity, activity often remained stagnant or decreased. However, as time has gone by, aviation activity as a whole has increased and surpassed the levels prior to September 11. For the MoSASP, 2002 data was used as the base year to project aviation demand within Missouri. It was recognized that the events of September 11 impacted activity levels, sometimes dramatically; however, historical and national trends were also taken into account.

National General Aviation Trends

Recent trends, both national and statewide, will be important considerations in the development of the airport-specific demand projections presented at the end of this chapter.

An understanding of recent and anticipated trends within the general aviation industry is important when assessing demand in the State of Missouri. National trends can provide insight into the potential future of aviation activity and anticipated facility needs within the State of Missouri. It is important to note that some aviation trends examined in this analysis will undoubtedly have a greater effect on demand than others. It is also possible that some anticipated general aviation trends might have little or no pronounced impact on demand in Missouri.

Data sources that were examined and used to support this analysis of national general aviation trends include the following:

- ❑ Federal Aviation Administration, FAA Aerospace Forecasts, Fiscal Years 2003-2014
- ❑ General Aviation Manufacturers Association (GAMA), General Aviation Statistical Databook, 2002
- ❑ National Business Aircraft Association (NBAA), NBAA Business Aviation Fact Book, 2003
- ❑ General Accounting Office, General Aviation – Status of the Industry, Related Infrastructure, and Safety Issues, 2001
- ❑ The Commission On The Future Of The U.S. Aerospace Industry, Final Report, December 2002
- ❑ NetJets, Inc.
- ❑ Honeywell Corporation, 2002 Business Aviation Outlook

Data from these sources regarding historic and anticipated trends in general aviation are summarized in the following sections of this report:

- ❑ General Aviation Overview
- ❑ General Aviation Industry
- ❑ Historic General Aviation Aircraft Shipments and Billings

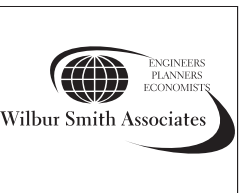


Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

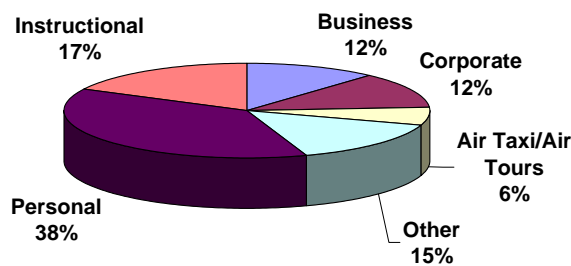


- ❑ Business Use of General Aviation
- ❑ Non-Business Use of General Aviation
- ❑ FAA Aerospace Forecasts
 - Active Pilots
 - Active Aircraft Fleet
 - Active Hours Flown
- ❑ Summary of National General Aviation Trends

General Aviation Overview

General aviation aircraft are defined as all aircraft not flown by commercial airlines or the military. General aviation activity is divided into six use categories, as defined by the FAA. The use categories and percentage of hours flown, measures of overall activity, are summarized in **Exhibit 3-1**.

Exhibit 3-1
General Aviation Use Categories and Percentage of Hours Flown
Year 2000



Source: FAA Aerospace Forecasts, Fiscal Years 2002-2013

As Exhibit 3-1 indicates, personal use and instructional use of general aviation aircraft are the two largest components of general aviation activity.

There are more than 18,300 public and private airports located throughout the United States, as reported by the FAA. More than 3,300 of these airports are included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies airports that are significant to the national air transportation system and are eligible for federal funding assistance. Commercial service airports, those that accommodate scheduled airline service, represent a relatively small portion (538 or roughly 16 percent) of the airports in the NPIAS. General aviation airports, including relievers, comprise more than 2,800 facilities. More than 15,000 additional airports, both private and public use, supplement those airports that are included in the NPIAS. **Exhibit 3-2** depicts the approximate distribution of public use airports throughout the United States.

Exhibit 3-2
Public Use Airports



Source: Aircraft Owners and Pilots Association (AOPA)

The number and distribution of public use airports available to general aviation users, as depicted in Exhibit 3-2, provides a valuable transportation and economic resource to local communities, businesses, and individuals throughout the country.

General Aviation Industry

A pronounced decline in the general aviation industry began in 1978, and lasted throughout most of the 1980s and into the mid-1990s. This decline resulted in the loss of over 100,000 manufacturing jobs and a drop in aircraft production from about 18,000 aircraft annually to only 928 aircraft in 1994 and a dramatic drop in the number of new student pilots.

Contributing to the decline in general aviation during this period was the increasing number of liability claims on aircraft manufacturers, the loss of Veterans Benefits that covered many costs associated with student pilot training, and the recessionary economy. Lawsuits arising from aircraft accidents resulted in dramatic increases in aircraft manufacturing costs. Manufacturers estimated that these liability claims contributed to approximately 30 percent of the cost of a new aircraft.

Enactment of the General Aviation Revitalization Act (GARA) of 1994 provided significant relief to the aviation industry. This Act established an 18-year Statute of Repose on liability related to the manufacture of all general aviation aircraft and their components where no time limit was previously established. GARA spurred manufacturers including Cessna and Piper Aircraft to resume production of single-engine piston general aviation aircraft. While enactment of GARA stimulated production of single-engine piston aircraft, the cost of these aircraft has continued to increase. The relatively high cost of new general aviation aircraft has contributed to significantly lower levels of aircraft production from those experienced during the 1960s and 1970s when the annual numbers of aircraft manufactured were commonly between 10,000 and 18,000 new aircraft per year.

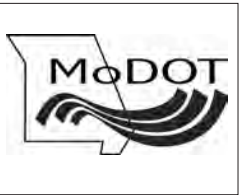
Some positive impacts the Act has had on the general aviation industry are reflected in recent national statistics. Since 1994, statistics indicate an increase in general aviation activity, an increase in the active general aviation aircraft fleet, and an increase in shipments of fixed-wing general aviation aircraft.

Most recently, however, the terrorist attacks of September 11, 2001 and the recessionary national economy have had a dampening impact on these positive general aviation industry trends. Significant restrictions were placed on general aviation flying following September 11th, which resulted in severe limitations being placed on general aviation activity in many areas of the country. Most of these restrictions have now been lifted and business and corporate general aviation have experienced some positive gains resulting from additional use of general aviation aircraft for business and corporate travel

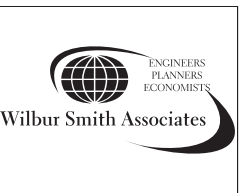


Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



tied in part to new security measures implemented at commercial service airports and the increased personal travel times that have resulted.

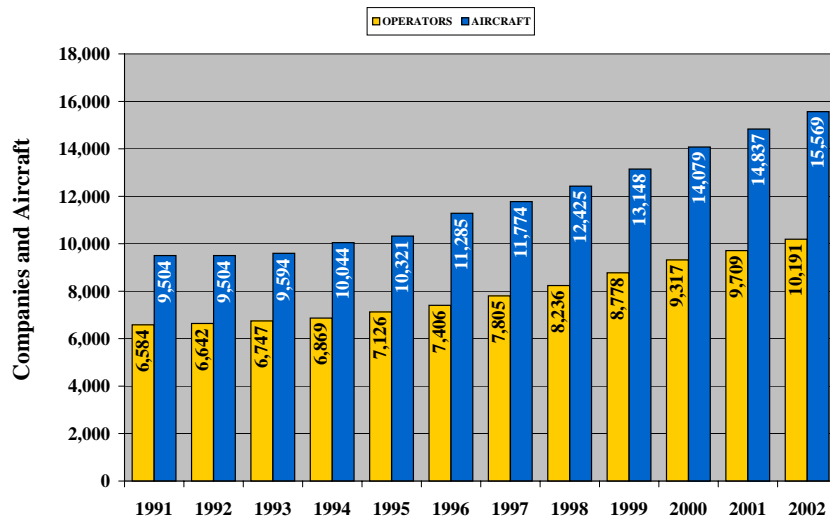
The terms business and corporate aircraft are often used interchangeably, as they both refer to aircraft used to support a business enterprise. FAA defines business use as "any use of an aircraft (not for compensation or hire) by an individual for transportation required by the business in which the individual is engaged." The FAA defines corporate/executive transportation as "any use of an aircraft by a corporation, company or other organization (not for compensation or hire) for the purposes of transporting its employees and/or property, and employing professional pilots for the operation of the aircraft." Regardless of the terminology used, the business/corporate component of general aviation use is one that has experienced significant recent growth.

Increased personnel productivity is one of the most important benefits of using business aircraft. Companies flying general aviation aircraft for business have control of their air travel. Itineraries can be changed as needed, and the aircraft can fly into destinations not served by scheduled airlines. Business aircraft usage provides:

- ☐ Employee time savings
- ☐ Increased enroute productivity
- ☐ Minimized time away from home
- ☐ Enhanced industrial security
- ☐ Enhanced personal safety
- ☐ Management control over scheduling

Businesses and corporations have increasingly employed business aircraft in their operations. NBAA statistics depicted in **Exhibit 3-3** show the growth in the number of companies operating general aviation aircraft and the number of aircraft operated by them for business use.

Exhibit 3-3
General Aviation Turbine Aircraft Growth 1991-2002



Source: *NBAA Aviation Fact Book, 2002*

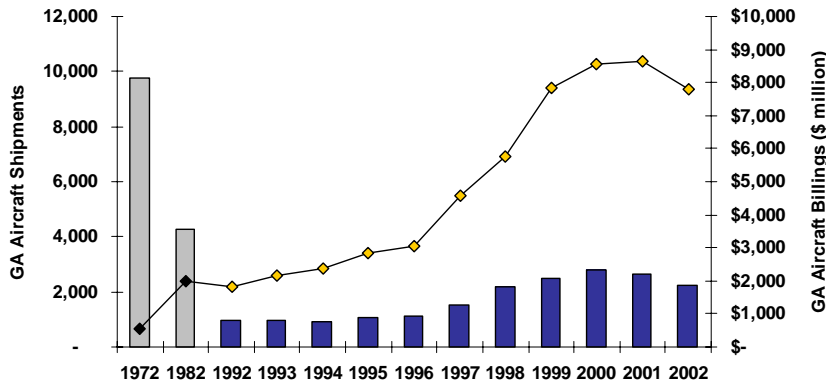
As Exhibit 3-3 indicates, the number of companies using business aircraft has increased from approximately 6,600 in 1991 to 10,191 in 2002. Businesses have also expressed growing interest in corporate and fractional aircraft ownership and charter services to serve their air travel needs because of safety concerns and time savings.

Historic General Aviation Aircraft Shipments and Billings

An important indicator used to measure the health of general aviation in the United States is general aviation aircraft shipments and billings. General aviation aircraft shipments represent new general

aviation aircraft that move from the production line to the active general aviation aircraft fleet. General aviation aircraft billings represent the cost of those new aircraft shipments. The General Aviation Manufacturers Association (GAMA) tracks and reports total shipments and billings of general aviation aircraft. Historic general aviation shipment and billing statistics for aircraft manufactured in the United States are presented in **Exhibit 3-4**.

Exhibit 3-4
General Aviation Aircraft Shipments and Billings



Source: General Aviation Manufacturers Association

Data from 1972 and 1982 are included to provide perspective on the gross number of historic shipments in those periods relative to more recent years. Following consistent growth since 1994, recent GAMA statistics indicate a decline in aircraft shipments from relative highs reached in 2000. The economic recession experienced since 2001 and the terrorist attacks of September 11, 2001 are factors that may have led to the overall decline in general aviation aircraft shipments and billings.

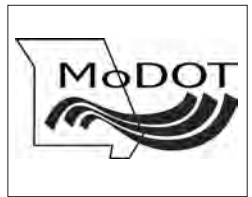
While the gross number of aircraft shipments experienced declines in 2001 and 2002, it is important to note that the proportion of those shipments that were business jets has grown. The recent growth in this segment can be attributed to increased business use of aircraft and a desire by corporations to have greater control over business travel, both through fractional ownership arrangements and/or traditional corporate flight departments. Business jets are high-performance general aviation aircraft, with correspondingly high acquisition costs, that require airport facilities of a relatively higher development standard to meet their needs.

GAMA also tracks total billings to both domestic and international customers for general aviation aircraft manufactured in the United States. As illustrated in Exhibit 3-4, statistics indicate that while aircraft shipments have increased since 1992, the billings (or cost) associated with those aircraft shipments have increased much more significantly, more than quadrupling over the period. This is another factor that indicates the growing sophistication of the new aircraft entering the general aviation fleet.

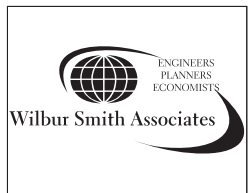
Business Use of General Aviation

Business aviation is one of the fastest growing facets of general aviation. Companies and individuals use aircraft as a tool to improve their businesses efficiency and productivity. Many of the nation's employers who use general aviation are members of the National Business Aircraft Association (NBAA). The NBAA's *Business Aviation Fact Book 2003* indicates that approximately 73 percent of all Fortune 500 businesses operate general aviation aircraft and 95 of the Fortune 100 companies operate general aviation aircraft.

Business use of general aviation aircraft ranges from small, single-engine aircraft rentals to multiple aircraft corporate fleets supported by dedicated flight crews and mechanics. General aviation aircraft use allows employers to transport personnel and air cargo efficiently. Businesses often use general aviation aircraft to link multiple office locations and reach existing and potential customers. Business aircraft use by smaller companies has escalated as various chartering, leasing, time-sharing, interchange agreements, partnerships, and management contracts have emerged.

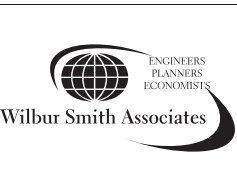


Chapter 3: Aviation Trends and Projections of Demand



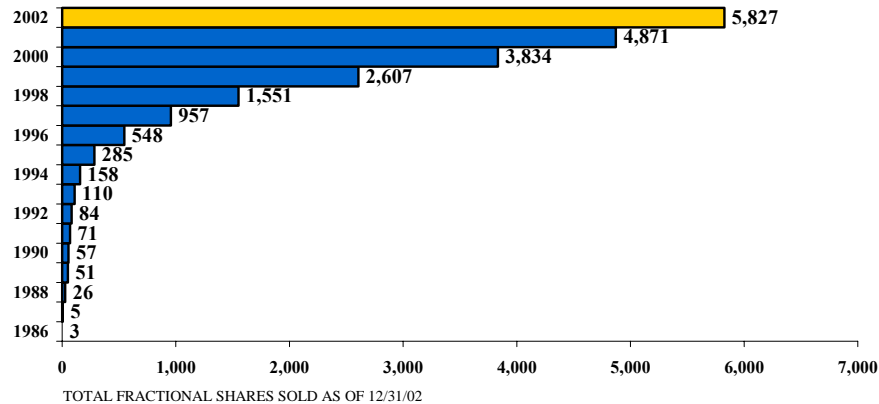


Chapter 3: Aviation Trends and Projections of Demand



Fractional ownership arrangements have also experienced rapid growth. NBAA estimated that 2,591 companies used fractional ownership arrangements in 1999; by 2000 that number had grown to 3,694 companies, representing growth of over 40 percent in a single year. NBAA statistics show that the number of companies operating business aircraft increased from 6,584 in 1991 to 9,709 in 2001, an increase of approximately 47 percent. **Exhibit 3-5** depicts the growth in fractional aircraft ownership from 1986 through 2002. In addition, statistics indicate that the number of airplanes in the fractional aircraft fleet has also experienced strong growth over recent years. For instance, during 2001, the number of active aircraft in the fractional ownership fleet grew from 560 to 668 according to NBAA, representing a growth of almost 20 percent in a single year.

Exhibit 3-5
Growth of Fractional Ownership Shares
Fractional Shares



Source: *NBAA Aviation Fact Book, 2003*

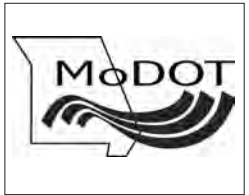
The principal players in the fractional jet ownership market include CitationShares, NetJets, Bombardier Flexjet and the Flight Options/Travel Air operations. NetJets, the industry leader in fractional aircraft ownership, has purchased aircraft totaling more than \$19 billion in value in the last six years alone. As of December 2002, the company had a fleet of 508 aircraft with an additional 821 aircraft on order.

Honeywell Aerospace has estimated that the fractional aircraft operators represent roughly 45 percent of the total current backlog of aircraft orders of the major, non-commercial airframe manufacturers. Light business jets, including the Bombardier Learjet 31, Cessna Citation Ultra and Raytheon Beechjet, account for almost 36 percent of the combined fractional jet fleet. Fractional shares in expensive, large cabin, ultra long-range business jets such as the Gulfstream IV/V and Global Express have been depressed and the operators have held back on incorporating these aircraft into their fleets in large numbers.

Other new, growing, segments of the business aircraft fleet mix include business liners and ultralight jets. Business liners are large business jets, such as the Boeing Business Jet and Airbus ACJ, that are reconfigured versions of passenger aircraft flown by large commercial airlines. Ultralight jets are a relatively new category of aircraft that includes the Adam A-700, Eclipse 500, Safire S-26, and Cessna Mustang. These are small, six seat jets that cost substantially less than typical business jet aircraft and have been labeled as "personal jets".

Ultralight jet aircraft represent a significant departure from the cost of previously available jet aircraft. The Eclipse 500 is targeted to have a purchase price of less than \$900,000 and has experienced significant interest with orders for more than 1,300 aircraft and non-refundable deposits totaling \$65 million. The Cessna Citation Mustang is significantly more expensive with a price estimated around \$2.25 million. The Mustang currently appears to be the only one of these aircraft that is a "sure" thing as it is a derivative of the Citation family. All of the others represent new aircraft that may or may not reach the general aviation market. **Exhibit 3-6** depicts examples of ultralight jet aircraft and their general design concept.

Exhibit 3-6
Examples of Ultralight Jet Aircraft

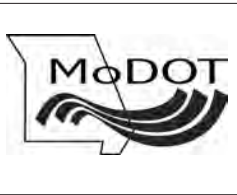


Chapter 3:
Aviation Trends
and Projections of
Demand



The Eclipse 500 has experienced performance problems related to the 80 pound engines originally intended for use on the aircraft. Actual flight-testing revealed that these engines were not powerful or durable enough to meet desired performance standards. The Eclipse Company ended its association with Williams International, the builder of the original engines, and has now contracted with Pratt & Whitney Canada. Preliminary performance data for the replacement powerplants indicate that the new engines should increase the maximum cruise speed and useful load of the aircraft while minimally decreasing its range. The impact on the potential market for the aircraft remains to be seen.

Business aviation is projected to experience substantial additional growth in the future. The Honeywell Business Aviation Outlook projects that more than 7,600 new business aircraft will be delivered between 2003 and 2012, excluding business liners and ultralight jets. **Exhibit 3-7** depicts the forecast distribution of aircraft deliveries by type through 2012, as projected by Honeywell.



Chapter 3: Aviation Trends and Projections of Demand

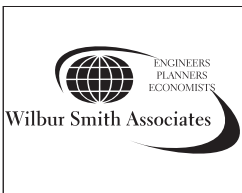
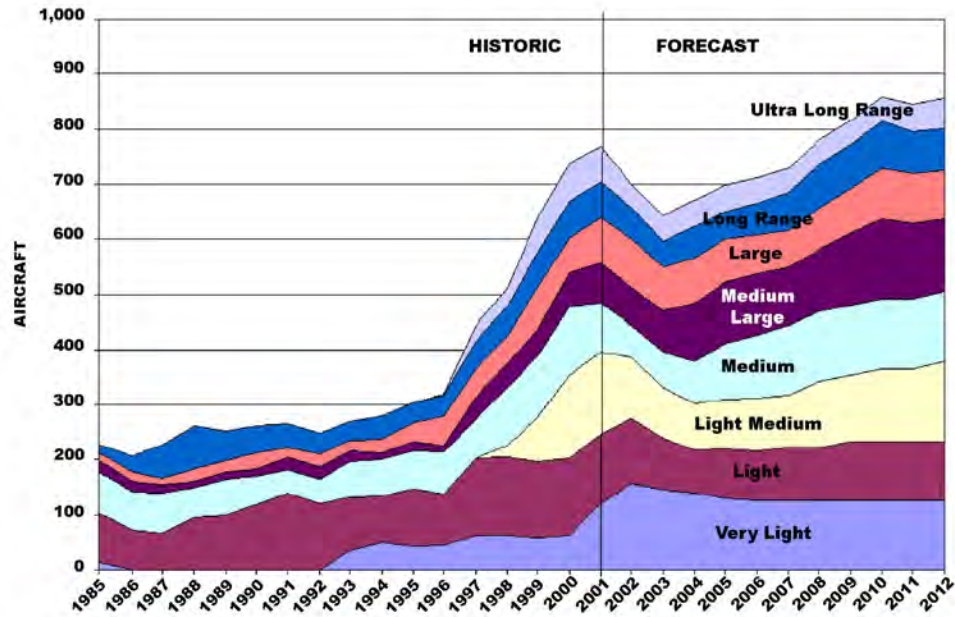


Exhibit 3-7
Projected Turboprop Aircraft Deliveries by Aircraft Type



Source: Honeywell Business Aviation Outlook, 2002

Notes: Long Range and Ultra Long Range = Falcon 900EX, Falcon 900C, Global Express and Gulfstream IV-SP

Large = Challenger 604, Falcon 2000, Falcon 2000EX and Legacy

Medium and Medium-Large = Citation Sovereign, Gulfstream G100, Hawker 800 and Learjet 60

Light and Light Medium = Beechjet 400A, Citation Bravo, Citation Encore, Citation Excel, Learjet 31A, Learjet 40 and Learjet 45/45XR

Very Light = Cessna CJ1 and CJ2, Beechcraft Premier I, and the Sino-Swearingen SJ30-2

The future of the ultralight jet segment of the business aircraft market appears extremely promising, assuming aircraft manufacturers can overcome the technological hurdles associated with the powerplants proposed for this category of aircraft. More than 13 percent of the traditional corporate flight departments knowledgeable about ultralight jets expressed a strong probability of purchasing these aircraft for their corporate fleets, according to the survey conducted by Honeywell for their [2002 Business Aviation Outlook](#). The respondents indicated that ultralight jet purchases would be used by approximately 40 percent of the flight departments to replace turboprops, 20 percent to replace very light and light jets, and the remainder would represent additions to the corporate fleet.

Non-Business Use of General Aviation

The non-business segment of general aviation activity represents personal and pleasure flying. Even more so than other segments, this segment of general aviation continues to be impacted by changing economic and social conditions. Constraints associated with personal and pleasure flying relate principally to the high operating costs and purchase prices of new general aviation single-engine piston aircraft. These constraints are exacerbated by lifestyle changes, which were pointed out in the General Accounting Office (GAO) report on the [Status of the Industry, Related Infrastructure, and Safety Issues](#).

Competing leisure-time activities have had a dampening effect on general aviation activity, particularly when compared to the increasing costs associated with general aviation flying. In addition, other lifestyle changes related to personal expectations may have a negative impact on the potential for significant growth in the personal and pleasure flying segment. Data presented in the GAMA [Statistical Databook](#) note the average age of the aircraft fleet, including single-engine piston aircraft. **Table 3-1** presents the data relative to the age of the aircraft fleet in 2002, as compiled by GAMA.

Table 3-1
Average Aircraft Age by Type

Aircraft Type	Engine Type	Seats	Average Age in Years
Single-Engine	Piston	1-3	36
		4	33
		5-7	28
		8+	43
	Turboprop	All	12
		All	31
		All	36
		All	33
Multi-Engine	Piston	1-3	36
		4	33
		5-7	33
		8+	37
	Turboprop	All	26
		All	28
		All	28
		All	28
All Aircraft			31

Source: *General Aviation Manufacturers Association, Statistical Databook*

A review of this table shows that, as of 2002, the average age of single-engine piston aircraft ranged between 28 and 43 years old. Americans have a propensity to acquire the most up-to-date products. These statistics might tend to dissuade today's consumer from purchasing an aircraft, given the desire for convenience and reliability.

The GAO Report also noted that the cost of a single-engine piston aircraft increased from \$25,000 in 1975 to \$112,000 in 1990, representing more than a doubling of cost in constant dollar terms. In January 2003, the list price of a Cessna Skyhawk, a representative single-engine piston aircraft illustrated in **Exhibit 3-8**, with standard equipment was \$155,000.

Exhibit 3-8
Cessna Skyhawk



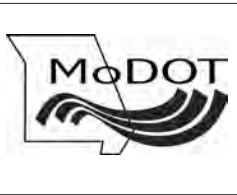
Adding the standard avionics package increases the price of the Cessna Skyhawk to almost \$165,000. It is likely that many potential aircraft purchasers have simply opted for alternative or competing uses of their income given the choice of purchasing a new aircraft with an entry-level price significantly exceeding \$100,000 or a used aircraft with an average age exceeding 25 years.

In addition, public accessibility to general aviation was a relatively new concept 30 to 40 years ago, and represented a different and challenging type of leisure pursuit. Today, the aviation industry is significantly more mature and flying is not the "cutting-edge" concept it was in earlier years. The "newness" of personal and pleasure flying has waned over the years as it has become more commonplace. The development of commercial aviation, which provides significantly greater choices for travel than it did 30 to 40 years ago, has also had an impact on personal and pleasure flying. Many "pioneer" aircraft

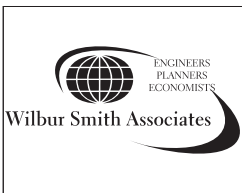


Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



owners purchased an aircraft in order to go whenever and wherever they desired. With the expansion of the airline industry, particularly regional carriers and the significant decline in airfares resulting from airline deregulation, the cost of commercial travel versus personal travel on a private aircraft has made private aircraft ownership less compelling.

The recent growth in sport aviation, a component of general aviation activity exemplified by ultra-light aircraft, is also changing the concept of recreational flying. Sport aviation aircraft typically have substantially lower capital investment and operating costs. It is likely that this relatively new segment of general aviation has supplanted or perhaps, more likely been substituted for the Cessnas and Pipers of the 1960s and 70s. When taken together, all of these changes have contributed to the slow-down in general aviation activity associated with personal and pleasure flying. It is likely that this segment of the market has now achieved equilibrium. Therefore, it is expected that personal and pleasure flying will see limited growth in the future.

The advancing age of the general aviation fleet does present a potential business opportunity within the personal and pleasure flying segment in the future. The high average age of the general aviation fleet would tend to suggest there could be a substantial market for new general aviation aircraft if the manufacturers can bring new aircraft to market at reasonable prices. More to the point, as time goes by, aircraft replacement will become more of a necessity in the future. The question is whether viable replacement aircraft alternatives will be available.

FAA Aerospace Forecasts

On an annual basis, the FAA publishes aerospace forecasts that summarize anticipated trends in all components of aviation activity. Each published forecast revisits previous aerospace forecasts and updates them after examining the previous year's trends in aviation and economic activity. Many factors are considered in the FAA's development of aerospace forecasts, some of the most important of which are U.S. and international economic forecasts and anticipated trends in fuel costs. FAA Aerospace Forecasts generally provide the most detailed analyses of historic and forecasted aviation trends and the general framework for examining future levels of aviation activity for the nation as well as in specific states and regions.

Examples of measures of national general aviation activity that are monitored and forecasted by the FAA on an annual basis include the following:

- ☐ Active Pilots
- ☐ Active Aircraft Fleet
- ☐ Hours Flown

Historic and projected activity in each of these categories are examined in the following sections. Data presented is based on the most recent available data, contained in [FAA Aerospace Forecasts, Fiscal Years 2003-2014](#).

Active Pilots

Active pilots are defined by the FAA as those persons with a pilot certificate and a valid medical certificate. **Table 3-2** summarizes historic and projected U.S. active pilots by certificate type.

Table 3-2
Historic and Projected U.S. Active Pilots by Type of Certificate

Certificate Type	1997 Actual	2002 Estimate	2014 Projection	Compound Annual Growth Rate 1997-2002	Compound Annual Growth Rate 2002-2014
Students	96,101	85,991	110,660	-2.20%	2.10%
Recreational	284	318	340	2.30%	0.06%
Private	247,604	260,845	290,550	1.00%	0.90%
Commercial	125,300	137,504	162,600	1.90%	1.40%
Airline Transport	130,858	147,104	182,600	2.40%	1.80%
Rotocraft Only	6,801	7,770	8,600	2.70%	0.80%
Clidger Only 1/	9,394	21,826	22,380	18.40%	0.20%
TOTAL	616,342	661,358	777,730	1.40%	1.40%
Instrument Rated 2/	297,409	317,389	385,850	1.30%	1.60%

Source: FAA Aerospace Forecasts, Fiscal Years 2003-2014

1/ In March 2001, the FAA Registry changed the definition of this category. Approximately 13,000 pilots were added to this category.

2/ Instrument rated pilots should not be added to other categories in deriving total.

As shown in Table 3-2, the FAA projects steady growth in the active pilot population through 2014. Total active pilots are projected to increase from approximately 661,400 in 2002 to approximately 777,730 by 2014, representing a compound average annual growth rate (CAAGR) of approximately 1.40 percent, matching the CAAGR experienced between 1997 and 2002. Through 2014, the following pilot types are projected to experience the greatest CAAGR, student pilots (2.10 percent), airline transport (1.80 percent), and commercial pilots (1.40 percent). Over the same period, the number of active private pilots is projected to grow by approximately 30,000 pilots, representing a CAAGR of approximately 0.90 percent. It is important to note that instrument rated pilots within the active pilot population are also projected to experience relatively strong growth through 2014.

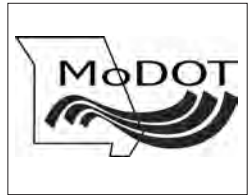
The increasing sophistication of general aviation pilots, as illustrated by the increase in instrument rated pilots, is an important trend in general aviation. The General Accounting Office (GAO) report on the *Status of the Industry, Related Infrastructure, and Safety Issues* noted an increase in the number of private pilots and the percentage of those pilots with an instrument rating. The report discussed the higher level of commitment to flying that the increasing number of instrument rated pilots tends to reflect. Another factor that could affect the numbers of instrument rated pilots is the changing airspace environment.

Historic national population trends reflect a net migration of the population towards urban areas, resulting in congestion on the ground and in the air. A direct result of this congestion has been the implementation of terminal control areas (TCAs) in many of the major metropolitan areas. This has had the effect of requiring more sophistication of both the pilot and the aircraft when transitioning these areas. Many private pilots have upgraded to instrument ratings in order to avoid the inconvenience associated with diverting around or under the TCAs. Increasing future congestion and the proposed new technologies under consideration to relieve this congestion are likely to further contribute to growing numbers of instrument rated pilots.

Data from these sources indicate that while the number of pilots is expected to experience moderate growth over the FAA's projection period, it is anticipated that the pilots will become more highly trained, and capable of operating more advanced aircraft.

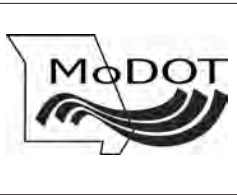
Active Aircraft Fleet

The FAA tracks the number of active general aviation aircraft in the U.S. fleet annually. Active aircraft are those aircraft currently registered and flying at least one hour during the year. Table 3-3 summarizes recent active aircraft trends as well as FAA projections of future active aircraft, by aircraft type.



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

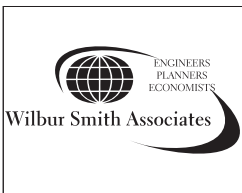


Table 3-3
Historic and Projected U.S. Active General Aviation Fleet Mix

Aircraft Type	1997 Actual	2002 Estimate	2014 Projection	Annual Rate of Change 1997-2002	Annual Rate of Change 2003-2014
Single-Engine Piston	140,038	144,500	149,600	0.60%	0.30%
Multi-Engine Piston	16,017	18,240	17,810	2.60%	-0.20%
Turboprop	5,619	6,600	8,020	3.30%	1.60%
Jet	5,178	8,000	12,300	9.10%	3.60%
Rotocraft	6,785	6,800	7,390	0.00%	0.70%
Sport Aircraft 1/	NA	NA	6,200	NA	NA
Other 2/	18,772	26,900	28,170	7.50%	0.40%
TOTAL	192,414	211,040	229,490	1.90%	0.70%

Source: FAA Aerospace Forecasts, Fiscal Years 2003-2014

Note: 1/ Sport aircraft are a new aircraft category that includes aircraft such as ultralights.

2/ Includes aircraft classified by the FAA as experimental and other.

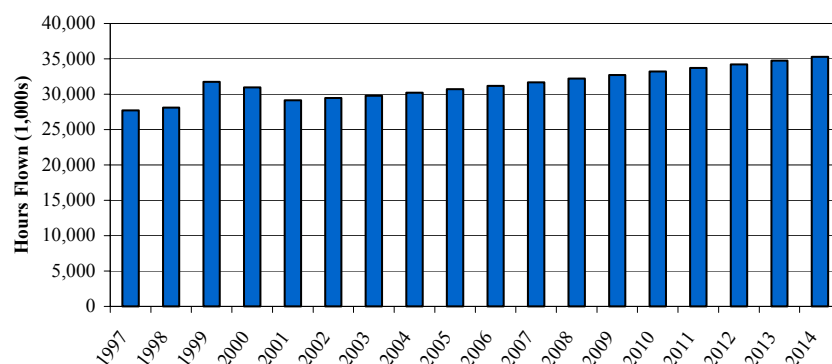
As shown in Table 3-3, nearly all areas of general aviation aircraft experienced growth between 1997 and 2002. Total active aircraft increased at a compound average annual growth rate of 1.90 percent over the last five years. Jet aircraft experienced the largest growth, up 9.10 percent per year on average between 1997 and 2002. The active general aviation aircraft fleet is anticipated to increase at a lower rate over the projection period, from 211,040 aircraft in 2002 to 229,490 in 2014, representing a compound average annual growth rate of approximately 0.70 percent, based on estimates in the *FAA Aerospace Forecasts, Fiscal Years 2003-2014*. This lower rate of projected growth is due primarily to the recent downturn in the economy and the anticipated retirement of older single-engine and multiengine aircraft from the active fleet.

One of the most important trends identified by the FAA in these forecasts is the relatively strong growth anticipated in active general aviation jet aircraft. This trend illustrates a movement in the general aviation community toward higher-performing, more demanding aircraft. Growth in general aviation jet aircraft is projected to significantly outpace growth in all other segments of the general aviation aircraft fleet through the projection period.

Hours Flown

Hours flown is another measure used by the FAA to measure and project general aviation activity. Total hours flown in general aviation aircraft were at a 16-year low in 1994, but experienced a strong increase between 1994 and 1999. Hours flown fell slightly during 2000 and 2001, but are expected to rebound during the projection period. **Exhibit 3-9** depicts general aviation hours flown from 1997 through 2002 as well as projected hours flown through 2014.

Exhibit 3-9
Historic and Projected Total U.S. General Aviation Hours Flown



Source: FAA Aerospace Forecasts, Fiscal Years 2003-2014

As presented by the FAA, the compound average annual growth rate of hours flown from 2002 to 2014 is approximately 1.52 percent. Compared to the projected average annual growth rate of the general aviation active fleet, approximately 0.70 percent, the projected increase in hours flown represents anticipated increases in aircraft utilization. Hours flown by general aviation aircraft are estimated to reach approximately 35.3 million by 2014, compared to 29.5 million in 2002.

Summary of National General Aviation Trends

The cyclical nature of general aviation activity is illustrated in the historic data presented in this analysis. While general aviation activity and active aircraft experienced rebounded growth during the mid and late-1990s, the terrorist attacks of 2001 and the economic downturn dampened activity over the last several years. FAA projections of general aviation activity, including active pilots, active aircraft, and hours flown, all show varied growth through the forecast horizon of 2014. Following stalled growth and some declines during 2001 and 2002, most components of general aviation activity are projected to rebound and soon surpass previous activity levels. An important national trend that has the potential to impact general aviation in Missouri is the growing proportion of jet aircraft in the active general aviation fleet and the growing sophistication of both active pilots and aircraft. The ability of Missouri to accommodate growing activity by general aviation jet aircraft will be an important consideration in future analysis.

Missouri General Aviation Trends

Data regarding historic activity levels at Missouri airports is presented in the following sections. Airport activity data typically provides a good indication of not only the total amounts of activity occurring at an airport, but also recent increases or declines in activity levels that may have been experienced at Missouri facilities. Data are presented for the following components of airport activity:

- ❑ Based Aircraft
- ❑ Total Aircraft Operations

For Missouri's system of airports, historic based aircraft and operations data were obtained in the inventory process of the SASP. This information was first obtained from the State's database and populated into inventory forms. Each airport manager received an inventory form and through either onsite airport visits or mail responded to confirm or update the existing and historic data. Incomplete airport-provided data were then supplemented with historic FAA 5010 and Terminal Area Forecast (TAF) data.

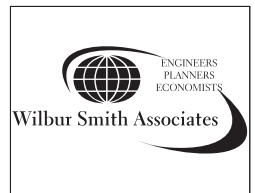
Based Aircraft

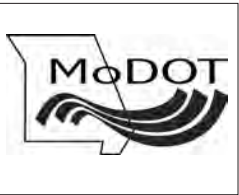
Exhibit 3-10 presents historical based aircraft data for Missouri's airports. Based aircraft are general aviation aircraft that are permanently stored at an airport either in aircraft storage hangar units or tied down. Based aircraft numbers at airports frequently fluctuate based on a number of factors, including pilot preferences and availability of aircraft storage hangar units.

Total based aircraft at Missouri's public use airports were approximately 3,604 in 1998. Over the four-year period, total based aircraft in the State have grown to 3,902 in 2002, an overall increase of 8.27 percent. On a compound average annual basis, total based aircraft have grown at a rate of 2.01 percent.



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

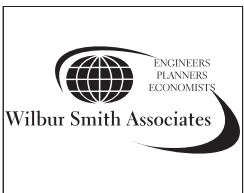
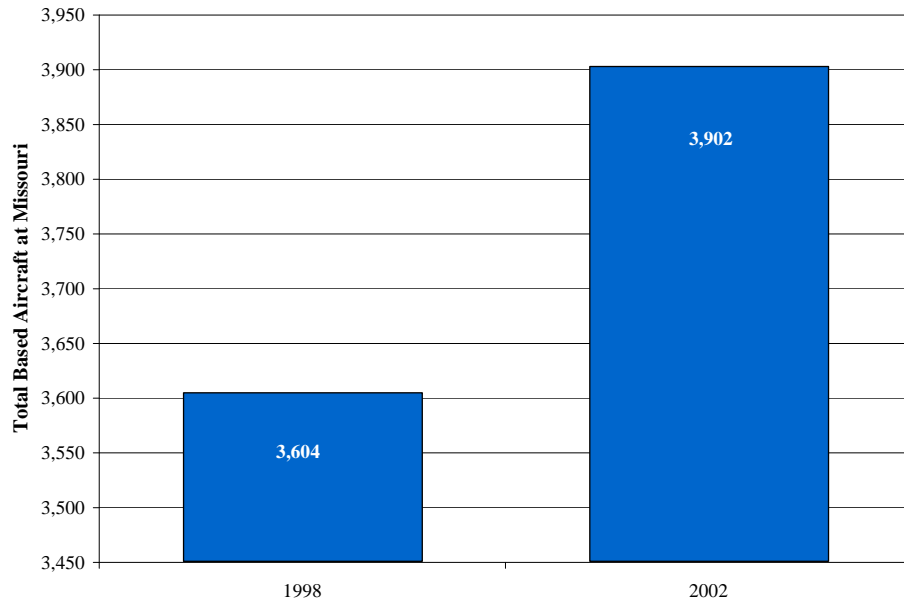


Exhibit 3-10
Historical Based Aircraft in Missouri



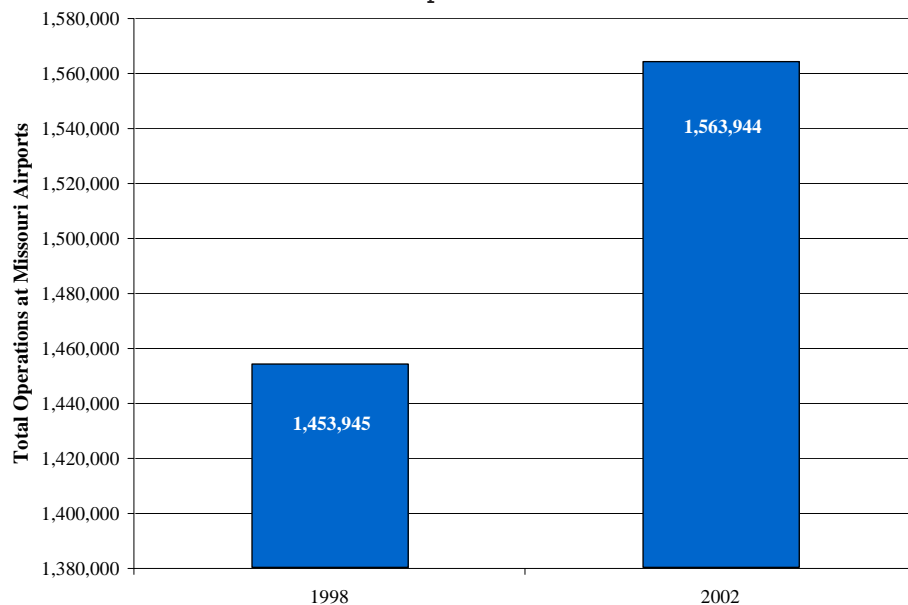
Source: FAA Form 5010, Airport Management

While the FAA does not track based aircraft, they do track active aircraft nationally through a survey titled "General Aviation and Air Taxi Activity Survey." The results of the survey show that the active fleet in the U.S. over the last four years has increased at a compound average annual growth rate of 0.76 percent. The FAA projects that active general aviation aircraft will increase at a compound average annual growth rate of 0.70 percent from 2002 to 2014. This rate is lower than the rate at which Missouri's total based aircraft have grown in the most recent four-year period.

Total Aircraft Operations

Aircraft operations represent landings and takeoffs at individual airports. Historical total operations data for Missouri's general aviation airports is presented in **Exhibit 3-11**. It is important to note that, at those airports without an FAA Air Traffic Control Tower, aircraft operations data represent "best guess" estimates made by airport managers/operators.

Exhibit 3-11
Historic Aircraft Operations in Missouri



Source: FAA (5010) Inspection Form, Airport Management, Wilbur Smith Associates

Total aircraft operations at public use airports in Missouri were approximately 1.45 million in 1998. Over the four-year period, total aircraft operations in the State have grown slightly to 1.56 million, an overall increase of 7.57 percent. On a compound average annual basis, total aircraft operations have a growth rate of approximately 1.84 percent. Comparatively, general aviation aircraft operations recorded by the FAA and contract traffic control service at U.S. towered airports were less at a compound average annual rate of -0.25 percent over the 1998 to 2002 period. The FAA projects that general aviation activity at U.S. towered airports will grow at a compound average annual rate of 1.25 percent over the 2002 to 2014 period.

Missouri General Aviation Projections

The development of aviation activity projections for the airports included in Missouri's aviation system is a critical step in assessing the need for and phasing of future development requirements. These activity projections are used as input to determine the role for each airport within the State system, to evaluate the ability of the existing system to accommodate projected aviation demand, and to plan future airside and landside facilities for the system. For this analysis, projections were developed for a 20-year period; 2002 served as the base year for the analysis.

The assumptions and methodologies used to prepare aviation demand projections for this report are discussed in the following sections:

- ❑ General Approach to Forecasting
- ❑ Projections of Based Aircraft
- ❑ General Aviation Based Aircraft Fleet Mix
- ❑ General Aviation Operations Projections
- ❑ Summary

General Approach to Forecasting

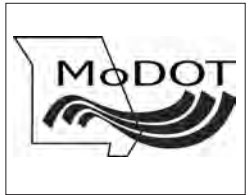
The general approach used to develop aviation forecasts for the State of Missouri's airport system was to identify historical relationships between Missouri aviation factors and total U.S. aviation activity. All airport-specific historical data presented and discussed in this chapter were provided by the airports themselves, the Missouri Department of Transportation, and the FAA.

General aviation activity, as discussed in this report as total annual aircraft operations (takeoffs and landings), is sometimes related to the number of aircraft based at a particular airport. Therefore, preparation of based aircraft projections was a critical element in this update of Missouri's State Airport System Plan. Projections of based aircraft are essential to the preparation of facility requirements and to the projection of general aviation operations for this study.

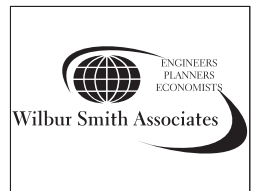
For this study, based aircraft projections were derived using three methodologies. The first methodology was a bottom up methodology that considered how each airport's activity has responded over a certain historical period. For Missouri, the actual rate of growth or decline in based aircraft between 1998 and 2002 at each airport was used to determine an appropriate future growth rate to be used to project based aircraft at each system airport.

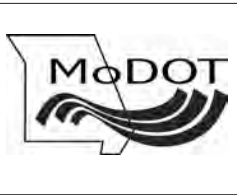
The second methodology used to project based aircraft for Missouri's airport system was a top down method. The top down method examined the State's share of aircraft in the nation's general aviation fleet. As part of its national forecast, the FAA projects total "active" general aviation aircraft. An "active" aircraft is defined by the FAA as any aircraft flown at least one hour during the previous year. Annually, the FAA's Statistics and Forecast Branch conducts its "General Aviation and Air Taxi Activity Survey" which requests data from aircraft owners regarding their aircraft activity. The FAA records active aircraft and then projects active aircraft as part of their annual forecasting process. By comparing the FAA's forecast of active aircraft to statewide based aircraft in Missouri, a projection of future statewide based aircraft can be made.

The third methodology considered socioeconomic factors. This method examines projected population growth for each county to determine if aircraft based at airports in that county could be expected



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



to grow at rates less than, equal to, or in excess of the State's projected rate of population growth. This determination was based on a comparison of county-specific projections of population and each airport's based aircraft history. Generally speaking, there is usually a fairly high correlation between the number of general aviation aircraft based in a particular area and that area's population.

The only exception to these methodologies will be the North Central Missouri Regional Airport. This facility was recently constructed; the forecasts generated from the airport's master plan are adopted throughout the System Plan's forecasted planning period.

Projections of Based Aircraft

Bottom Up Methodology

The first methodology used to project based aircraft for each of the system airports was a bottom up approach. This approach examined the historical growth in based aircraft at each airport. As shown in **Table 3-4**, the historical based aircraft data for each airport show varying degrees of growth and decline.

To project based aircraft using this methodology, compound average annual growth between 1998 and 2002 at each system airport was used. Because of wide swings in historical growth and decline, airports were categorized into ranges of compound average annual growth to project future based aircraft. Growth rates were developed for the various ranges based on Missouri's historic based aircraft growth. Missouri's compound average annual growth rate between 1998 and 2002 for all based aircraft was 2.01 percent.

To project based aircraft for each of the airports in the Missouri system, variations of Missouri's historic compound average annual growth rate were used. For airports that experienced growth between -0.01 percent or less during the 1998 to 2002 timeframe, one-eighth of Missouri's (0.25 percent) compound average annual growth rate was applied. Airports that experienced growth between 0.00 percent and 1.50 percent received one-quarter of Missouri's rate of growth (0.50 percent). For those airports that experienced between 1.51 percent and 6.00 percent of Missouri's actual growth during this timeframe, one-half Missouri's growth rate (1.00 percent) was applied. Airports that had growth rates greater than 6.01 percent were assigned a growth rate of 2.01 percent, Missouri's historic projected compound average annual growth rate. The only exception was North Central Missouri Regional which has a growth rate of 1.90 percent. **Table 3-5** presents the airport-specific based aircraft projections developed using this bottom up methodology. As shown, using this bottom up methodology, statewide based aircraft are projected to increase from 3,902 in 2002 to 4,622 in 2022, a statewide compound average annual growth rate of 0.85 percent. This rate slightly is higher than the FAA's compound projected average annual growth rate of 0.70 percent for active general aviation aircraft in the U.S., but reflects growth rates experienced in the State more closely.

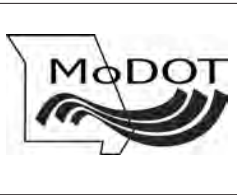
Table 3-4
Historical Based Aircraft

SASP		Historic Based Aircraft								
Code	Associated City	Airport	1998	1999	2000	2001	2002	CAAGR 4 years		
1	Albany	Albany Municipal	7	7	7	7	9	6.48%		
2	Aurora	Jerry Sumners Sr. Aurora Municipal	31	30	31	30	29	-1.65%		
3	Ava	Ava Bill Martin Memorial	9	9	9	9	5	-13.67%		
4	Bethany	Bethany Memorial	6	6	6	6	7	3.93%		
5	Bismarck	Bismarck Memorial	18	18	15	15	15	-4.46%		
6	Bolivar	Bolivar Municipal	29	37	37	37	50	14.59%		
7	Boonville	Jesse Viertel Memorial	36	35	36	36	38	1.36%		
8	Bowling Green	Bowling Green Municipal	12	12	12	9	9	-6.94%		
9	Brookfield/Marceline	North Central Missouri Regional	0	0	0	0	0	0.00%		
10	Buffalo	Buffalo Municipal	15	15	15	15	15	0.00%		
11	Butler	Butler Memorial	17	17	17	17	19	2.82%		
12	Cabool	Cabool Memorial	15	15	13	15	18	4.66%		
13	Camdenton	Camdenton Memorial	12	19	13	20	26	21.32%		
14	Cameron	Cameron Memorial	31	34	34	34	33	1.58%		
15	Campbell	Campbell Municipal	8	11	11	11	9	2.99%		
16	Cape Girardeau	Cape Girardeau Regional	44	49	49	60	49	2.73%		
17	Carrollton	Carrollton Memorial	4	4	4	4	4	0.00%		
18	Caruthersville	Caruthersville Memorial	8	4	4	4	5	-11.09%		
19	Cassville	Cassville Municipal	15	14	15	14	12	-5.43%		
20	Charleston	Mississippi County	10	10	10	10	7	-8.53%		
21	Chillicothe	Chillicothe Municipal	21	28	21	28	23	2.30%		
22	Clinton	Clinton Memorial	36	37	37	37	39	2.02%		
23	Columbia	Columbia Regional	63	63	63	80	67	1.55%		
24	Cuba	Cuba Municipal	6	6	6	6	23	39.92%		
25	Dexter	Dexter Municipal	25	22	23	23	26	0.99%		
26	Doniphan	Doniphan Municipal	4	4	4	4	6	10.67%		
27	El Dorado Springs	El Dorado Springs Memorial	10	10	12	12	11	2.41%		
28	Eldon	Eldon Model Airpark	18	31	18	32	37	19.74%		
29	Excelsior Springs	Excelsior Springs Memorial	21	21	21	21	28	7.46%		
30	Farmington	Farmington Regional	35	35	35	32	31	-2.99%		
31	Festus	Festus Memorial	39	39	39	39	40	0.63%		
32	Fredericktown	Fredericktown Regional	26	26	26	26	26	0.00%		
33	Fulton	Elton Henslev Memorial	32	39	32	39	51	12.36%		



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

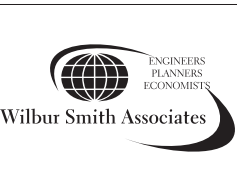


Table 3-4
Historical Based Aircraft, Continued

SASP		Historic Based Aircraft							
Code	Associated City	Airport	1998	1999	2000	2001	2002	CAAAGR 4 years	
34	Gainesville	Gainesville Memorial	1	1	1	1	3	31.61%	
35	Gideon	Gideon Memorial	2	2	2	2	1	-15.91%	
36	Grain Valley	East Kansas City	113	113	113	113	120	1.51%	
37	Hannibal	Hannibal Municipal	25	25	25	25	21	-4.27%	
38	Harrisonville	Lawrence Smith Memorial	32	43	43	53	54	13.98%	
39	Hermann	Hermann Municipal	7	6	6	6	8	3.39%	
40	Higginsville	Higginsville Industrial Municipal	10	10	10	10	23	23.15%	
41	Hornersville	Hornersville Memorial	2	2	2	2	2	0.00%	
42	Houston	Houston Memorial	23	23	21	23	23	0.00%	
43	Jefferson City	Jefferson City Memorial	78	80	80	76	58	-7.14%	
44	Joplin	Joplin Regional	98	107	107	112	108	2.46%	
45	Kahoka	Kahoka Municipal	1	1	1	1	1	0.00%	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	12	12	12	5	2	-36.11%	
47	Kansas City	Charles B. Wheeler Downtown	293	296	296	300	301	0.68%	
48	Kennett	Kennett Memorial	16	16	16	16	20	5.74%	
49	Kirksville	Kirksville Regional	16	43	43	35	39	24.95%	
50	Lamar	Lamar Municipal	20	20	20	20	21	1.23%	
51	Lebanon	Floyd W Jones	20	32	26	36	46	23.15%	
52	Lee's Summit	Lee's Summit Municipal	169	169	166	181	173	0.59%	
53	Lexington	Lexington Municipal	8	8	8	8	9	2.99%	
54	Lincoln	Lincoln Municipal	6	6	6	6	5	-4.46%	
55	Linn	Linn State Technical College Airport	4	5	6	5	5	5.74%	
56	Macon	Macon-Fower Memorial	13	14	13	14	15	3.64%	
57	Malden	Malden Regional	19	19	19	19	10	-14.83%	
58	Mansfield	Mansfield Municipal	6	6	8	8	6	0.00%	
59	Marble Hill	Twin City Airport	6	6	6	6	6	0.00%	
60	Marshall	Marshall Memorial Municipal	21	18	21	19	21	0.00%	
61	Maryville	Northwest Missouri Regional	17	15	17	15	17	0.00%	
62	Memphis	Memphis Memorial	7	7	9	9	9	6.48%	
63	Mexico	Mexico Memorial	28	28	28	28	31	2.58%	
64	Moberly	Omar N Bradley	20	18	20	19	16	-5.43%	
65	Monett	Monett Municipal	17	16	18	18	25	10.12%	
66	Monroe City	Monroe City Regional	9	9	9	9	9	0.00%	
67	Montgomery City	Montgomery-Wehrman	7	7	7	7	7	0.00%	
68	Monticello	Lewis County Regional	7	8	8	8	8	3.39%	

Table 3-4
Historical Based Aircraft, Continued

SASP		Historic Based Aircraft							
Code	Associated City	Airport	1998	1999	2000	2001	2002	CAAGR 4 years	
69	Mosby	Clay County Regional	6	6	6	55	55	74.00%	
70	Mount Vernon	Mount Vernon Municipal	4	3	3	3	8	18.92%	
71	Mountain Grove	Mountain Grove Memorial	16	16	16	14	14	-3.28%	
72	Mountain View	Mountain View	17	17	17	17	14	-4.74%	
73	Neosho	Hugh Robinson Memorial	35	31	35	32	27	-6.28%	
74	Nevada	Nevada Municipal	18	18	18	18	12	-9.64%	
75	New Madrid	County Memorial	11	11	12	12	12	2.20%	
76	Osage Beach	Grand Claize	19	25	19	25	25	7.10%	
77	Osceola	Osceola Municipal	7	7	7	7	7	0.00%	
78	Ozark	Air Park South	17	17	15	15	15	-3.08%	
79	Perryville	Perryville Municipal	26	29	27	29	23	-3.02%	
80	Piedmont	Piedmont Municipal	9	9	9	9	7	-6.09%	
81	Point Lookout	M Graham Clark	56	56	56	56	55	-0.45%	
82	Poplar Bluff	Poplar Bluff Municipal	39	38	39	39	37	-1.31%	
83	Potosi	Washington County	4	4	4	4	5	5.74%	
84	Princeton	Princeton-Kauffman Memorial	1	1	1	1	2	18.92%	
85	Richland	Richland Municipal	3	3	3	3	3	0.00%	
86	Rolla	Rolla Downtown	19	19	12	12	13	-9.05%	
87	Rolla/Vichy	Rolla National	44	86	47	47	52	4.26%	
88	Saint Charles	Saint Charles	103	103	103	106	106	0.72%	
89	Saint Charles	Saint Charles County Smartt	95	95	98	99	92	-0.80%	
90	Saint Clair	Saint Clair Regional	36	36	36	36	35	-0.70%	
91	Saint Joseph	Rosecrans Memorial	80	80	89	90	91	3.27%	
92	Saint Louis	Creve Coeur	205	266	266	266	331	12.72%	
93	Saint Louis	Spirit Of Saint Louis	494	498	498	503	426	-3.63%	
94	Salem	Salem Memorial	13	13	13	13	13	0.00%	
95	Sedalia	Sedalia Memorial	18	17	18	17	23	6.32%	
96	Shelbyville	Shelby County	0	0	0	0	0	0.00%	
97	Sikeston	Sikeston Memorial Municipal	30	31	33	33	33	2.41%	
98	Slater	Slater Memorial	1	1	1	1	1	0.00%	
99	Springfield	Springfield-Branson Regional	134	123	123	118	115	-3.75%	
100	Steele	Steele Municipal	3	3	3	3	5	13.62%	
101	Stockton	Stockton Municipal	13	13	13	13	8	-11.43%	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-4
Historical Based Aircraft, Continued

SASP		Historic Based Aircraft						
Code	Associated City	Airport	1998	1999	2000	2001	2002	CAAGR 4 years
102	Sullivan	Sullivan Regional	36	37	37	39	39	2.02%
103	Tarkio	Gould Peterson Municipal	8	8	8	8	10	5.74%
104	Thayer	Thayer Memorial	6	5	4	5	5	-4.46%
105	Trenton	Trenton Municipal	10	12	12	12	8	-5.43%
106	Unionville	Unionville Municipal	3	2	2	2	6	18.92%
107	Van Buren	Bollinger Crass Memorial	0	0	0	0	0	0.00%
108	Versailles	Roy Otten Memorial	26	25	25	25	26	0.00%
109	Warrensburg	CMSU Max B Swisher Skyhaven	49	48	50	49	48	-0.51%
110	Warsaw	Warsaw Municipal	10	10	10	10	10	0.00%
111	Washington	Washington Memorial	33	33	30	31	34	0.75%
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	2	2	2	2	4	18.92%
113	West Plains	West Plains Municipal	31	31	31	31	35	3.08%
114	Willow Springs	Willow Springs Memorial	18	18	18	18	22	5.14%
		Statewide Total	3,604	3,804	3,737	3,875	3,902	2.01%

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates

Table 3-5
Based Aircraft Projection
Bottom Up Methodology

SASP Code	Associated City	Airport	2002 Based Aircraft	1998-2002 Growth Rate	Applied Growth Rate	2007 Based Aircraft	2012 Based Aircraft	2022 Based Aircraft
1	Albany	Albany Municipal	9	6.48%	2.01%	10	11	13
2	Aurora	Jerry Summers Sr. Aurora Municipal	29	-1.65%	0.25%	29	30	30
3	Ava	Ava Bill Martin Memorial	5	-13.67%	0.25%	5	5	5
4	Bethany	Bethany Memorial	7	3.93%	1.00%	7	8	8
5	Bismarck	Bismarck Memorial	15	-4.46%	0.25%	15	15	16
6	Bolivar	Bolivar Municipal	50	14.59%	2.01%	55	60	70
7	Boonville	Jesse Viertel Memorial	38	1.36%	0.50%	39	40	42
8	Bowling Green	Bowling Green Municipal	9	-6.94%	0.25%	9	9	9
9	Brookfield/Marceline	North Central Missouri Regional	0	0.00%	1.90%	24	28	35
10	Buffalo	Buffalo Municipal	15	0.00%	0.50%	15	16	17
11	Butler	Butler Memorial	19	2.82%	1.00%	20	21	23
12	Cabool	Cabool Memorial	18	4.66%	1.00%	19	20	22
13	Camdenton	Camdenton Memorial	26	21.32%	2.01%	29	31	36
14	Cameron	Cameron Memorial	33	1.58%	1.00%	35	36	40
15	Campbell	Campbell Municipal	9	2.99%	1.00%	9	10	11
16	Cape Girardeau	Cape Girardeau Regional	49	2.73%	1.00%	51	54	59
17	Carrollton	Carrollton Memorial	4	0.00%	0.50%	4	4	4
18	Caruthersville	Caruthersville Memorial	5	-11.09%	0.25%	5	5	5
19	Cassville	Cassville Municipal	12	-5.43%	0.25%	12	12	13
20	Charleston	Mississippi County	7	-8.53%	0.25%	7	7	7
21	Chillicothe	Chillicothe Municipal	23	2.30%	1.00%	24	25	28
22	Clinton	Clinton Memorial	39	2.02%	1.00%	41	43	47
23	Columbia	Columbia Regional	67	1.58%	1.00%	70	74	80
24	Cuba	Cuba Municipal	23	39.92%	2.01%	25	28	32
25	Dexter	Dexter Municipal	26	0.99%	0.50%	27	27	29
26	Doniphan	Doniphan Municipal	6	10.67%	2.01%	7	7	8
27	El Dorado Springs	El Dorado Springs Memorial	11	2.41%	1.00%	12	12	13
28	Eldon	Eldon Model Airpark	37	19.74%	2.01%	41	44	52
29	Excelsior Springs	Excelsior Springs Memorial	28	7.46%	2.01%	31	34	39
30	Farmington	Farmington Regional	31	-2.99%	0.25%	31	32	33
31	Festus	Festus Memorial	40	0.63%	0.50%	41	42	44
32	Fredericktown	Fredericktown Regional	26	0.00%	0.50%	27	27	29
33	Fulton	Elton Hensley Memorial	51	12.36%	2.01%	56	61	72



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-5
Based Aircraft Projection
Bottom Up Methodology, Continued

SASP Code	Associated City	Airport	2002 Based Aircraft	1998-2002 Growth Rate	Applied Growth Rate	2007 Based Aircraft	2012 Based Aircraft	2022 Based Aircraft
34	Gainesville	Gainesville Memorial	3	31.61%	2.01%	3	4	4
35	Gideon	Gideon Memorial	1	-15.91%	0.25%	1	1	1
36	Grain Valley	East Kansas City	120	1.51%	1.00%	126	132	144
37	Hannibal	Hannibal Municipal	21	-4.27%	0.23%	21	22	22
38	Harrisonville	Lawrence Smith Memorial	54	13.98%	2.01%	59	65	76
39	Hermann	Hermann Municipal	8	3.39%	1.00%	8	9	10
40	Higginsville	Higginsville Industrial Municipal	23	23.15%	2.01%	25	28	32
41	Hornersville	Hornersville Memorial	2	0.00%	0.50%	2	2	2
42	Houston	Houston Memorial	23	0.00%	0.50%	24	24	25
43	Jefferson City	Jefferson City Memorial	58	-7.14%	0.25%	59	59	61
44	Joplin	Joplin Regional	108	2.46%	1.00%	113	119	130
45	Kahoka	Kahoka Municipal	1	0.00%	0.50%	1	1	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	2	-36.11%	0.25%	2	2	2
47	Kansas City	Charles B. Wheeler Downtown	301	0.68%	0.50%	309	316	331
48	Kennett	Kennett Memorial	20	5.74%	1.00%	21	22	24
49	Kirkville	Kirkville Regional	39	24.95%	2.01%	43	47	55
50	Lamar	Lamar Municipal	21	1.23%	0.50%	22	22	23
51	Lebanon	Floyd W Jones	46	23.15%	2.01%	51	55	64
52	Lee's Summit	Lee's Summit Municipal	173	0.59%	0.50%	177	182	190
53	Lexington	Lexington Municipal	9	2.99%	1.00%	9	10	11
54	Lincoln	Lincoln Municipal	5	-4.46%	0.25%	5	5	5
55	Linn	Linn State Technical College Airport	5	5.74%	1.00%	5	6	6
56	Macon	Macon-Power Memorial	15	3.64%	1.00%	16	17	18
57	Malden	Malden Regional	10	-14.83%	0.23%	10	10	11
58	Mansfield	Mansfield Municipal	6	0.00%	0.50%	6	6	7
59	Marble Hill	Twin City Airport	6	0.00%	0.50%	6	6	7
60	Marshall	Marshall Memorial Municipal	21	0.00%	0.50%	22	22	23
61	Maryville	Northwest Missouri Regional	17	0.00%	0.50%	17	18	19
62	Memphis	Memphis Memorial	9	6.48%	2.01%	10	11	13
63	Mexico	Mexico Memorial	31	2.58%	1.00%	33	34	37
64	Moberly	Omar N Bradley	16	-5.43%	0.25%	16	16	17
65	Monett	Monett Municipal	25	10.12%	0.25%	25	26	26
66	Monroe City	Monroe City Regional	9	0.00%	0.50%	9	9	10
67	Montgomery City	Montgomery-Wehman	7	0.00%	0.50%	7	7	8
68	Monticello	Lewis County Regional	8	3.39%	1.00%	8	9	10

Table 3-5
Based Aircraft Projection
Bottom Up Methodology, Continued

SASP Code	Associated City	Airport	2002 Based Aircraft	1998-2002 Growth Rate	Applied Growth Rate	2007 Based Aircraft	2012 Based Aircraft	2022 Based Aircraft
69	Mosby	Clay County Regional	55	74.00%	2.01%	61	66	77
70	Mount Vernon	Mount Vernon Municipal	8	18.92%	2.01%	9	10	11
71	Mountain Grove	Mountain Grove Memorial	14	-3.28%	0.25%	14	14	15
72	Mountain View	Mountain View	14	-4.74%	2.01%	15	17	20
73	Neosho	Hugh Robinson Memorial	27	-6.28%	0.25%	27	28	28
74	Nevada	Nevada Municipal	12	-9.64%	0.25%	12	12	13
75	New Madrid	County Memorial	12	2.20%	1.00%	13	13	14
76	Osage Beach	Grand Glaize	25	7.10%	2.01%	28	30	35
77	Osceola	Osceola Municipal	7	0.00%	0.50%	7	7	8
78	Ozark	Air Park South	15	-3.08%	0.25%	15	15	16
79	Perryville	Perryville Municipal	23	-3.02%	0.25%	23	24	24
80	Piedmont	Piedmont Municipal	7	-6.09%	0.25%	7	7	7
81	Point Lookout	M. Graham Clark	55	-0.45%	0.25%	56	56	58
82	Poplar Bluff	Poplar Bluff Municipal	37	-1.31%	0.25%	37	38	39
83	Potosi	Washington County	5	5.74%	1.00%	5	6	6
84	Princeton	Princeton-Kaufman Memorial	2	18.92%	2.01%	2	2	3
85	Richland	Richland Municipal	3	0.00%	0.50%	3	3	3
86	Rolla	Rolla Downtown	13	-9.05%	0.25%	13	13	14
87	Rolla/Vichy	Rolla National	52	4.26%	1.00%	55	57	62
88	Saint Charles	Saint Charles	106	0.72%	0.50%	109	111	117
89	Saint Charles	Saint Charles County Smartt	92	-0.80%	0.25%	93	94	97
90	Saint Clair	Saint Clair Regional	35	-0.70%	0.25%	35	36	37
91	Saint Joseph	Rosecrans Memorial	91	3.27%	1.00%	96	100	109
92	Saint Louis	Creve Coeur	331	12.72%	2.01%	364	398	464
93	Saint Louis	Spirit Of Saint Louis	426	-3.63%	0.25%	431	437	447
94	Salem	Salem Memorial	13	0.00%	0.50%	13	14	14
95	Sedalia	Sedalia Memorial	23	6.32%	2.01%	25	28	32
96	Shelbyville	Shelby County	0	0.00%	0.50%	0	0	0
97	Sikeston	Sikeston Memorial Municipal	33	2.41%	1.00%	35	36	40
98	Slater	Slater Memorial	1	0.00%	0.50%	1	1	1
99	Springfield	Springfield-Branson Regional	115	-3.75%	0.25%	116	118	121
100	Steele	Steele Municipal	5	13.62%	2.01%	6	6	7
101	Stockton	Stockton Municipal	8	-11.43%	0.25%	8	8	8



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-5
Based Aircraft Projection
Bottom Up Methodology, Continued

SASP Code	Associated City	Airport	2002 Based Aircraft	1998-2002 Growth Rate	Applied Growth Rate	2007 Based Aircraft	2012 Based Aircraft	2022 Based Aircraft
102	Sullivan	Sullivan Regional	39	2.02%	1.00%	41	43	47
103	Tarkio	Gould Peterson Municipal	10	5.74%	1.00%	11	11	12
104	Thayer	Thayer Memorial	5	-4.46%	0.25%	5	5	5
105	Trenton	Trenton Municipal	8	-5.43%	0.25%	8	8	8
106	Unionville	Unionville Municipal	6	18.92%	2.01%	7	7	8
107	Van Buren	Bollinger Crass Memorial	0	0.00%	0.50%	0	0	0
108	Versailles	Roy Otten Memorial	26	0.00%	0.50%	27	27	29
109	Warrensburg	CMSU Max B Swisher Skyhaven	48	-0.51%	0.25%	49	49	50
110	Warsaw	Warsaw Municipal	10	0.00%	0.50%	10	11	11
111	Washington	Washington Memorial	34	0.75%	0.50%	35	36	37
112	Waynesville	Waynesville (Regional Fomey Fld)	4	18.92%	2.01%	4	5	6
113	West Plains	West Plains Municipal	35	3.08%	1.00%	37	39	42
114	Willow Springs	Willow Springs Memorial	22	5.14%	1.00%	23	24	26
		Statewide Total	3,902			4,097	4,273	4,622

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates

Top Down Methodology

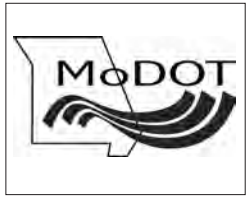
Once Missouri's current market share of all active general aviation aircraft in the U.S. was determined, this market share was applied to the FAA's projection of total active U.S. aircraft. The FAA projected all active general aviation aircraft in the U.S. to grow at a compound average annual rate of growth of 0.70 percent. Using Missouri's U.S. market share and the FAA's projection for total U.S. active general aviation aircraft resulted in a statewide projection of total based aircraft for each of the study's forecast milestones. It is important to note that the current FAA projection for active general aviation aircraft does not extend to 2022. Therefore, growth rates implied in the national forecast were used to extrapolate FAA projections through 2022. **Table 3-6** shows historic and projected growth using the top down methodology. Missouri's based aircraft grew from 3,604 in 1998 to 3,902 in 2002. The compound average annual growth rate for statewide based aircraft during the four-year historic period was 2.01 percent.

Table 3-6
Based Aircraft Projection
Top Down Methodology

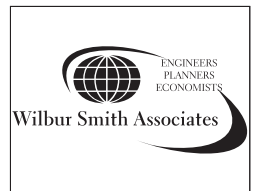
Year	Statewide Based Aircraft	US Total Aircraft	Share of Statewide Based to Nation
1998	3,604	204,710	1.76%
1999	3,804	219,464	1.73%
2000	3,737	217,833	1.72%
2001	3,875	211,447	1.83%
2002	3,902	211,040	1.85%
Projected			
2007	4,070	218,820	1.86%
2012	4,218	226,610	1.86%
2022	4,519	242,520	1.86%

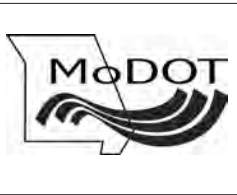
Source: FAA Aerospace Forecasts, Fiscal Years 2003-2014

To project statewide based aircraft, the State's share of U.S. active general aviation aircraft was held relatively constant over 20 years. Using this methodology, statewide based aircraft are projected to increase from 3,902 in 2002 to 4,519 in 2022, a compound average annual growth rate of 0.74 percent. This rate of growth is slightly above the U.S. average, but is below the State's historic rate of growth. By applying each airport's share of statewide based aircraft in 2002 to the projection of the statewide based aircraft throughout the planning period, individual airport projections were produced (see **Table 3-7**). The only exception is the new North Central Missouri Regional Airport; this airport currently has 0 based aircraft. Based aircraft demand for this airport was derived from the airport master plan. With these additional based aircraft added to the State total, Missouri's share of total U.S. active general aviation aircraft based at system airports will grow slightly to 1.86 percent and will remain at this percentage over the 20-year planning period.



Chapter 3: **Aviation Trends** **and Projections of** **Demand**





Chapter 3: Aviation Trends and Projections of Demand



Table 3-7
Based Aircraft Projection
Top Down Methodology

SASP Code	Associated City	Airport	Based Aircraft		Airport Share of Statewide		Projected Based Aircraft	
			2002	2022	2007	2012	2017	2022
1	Albany	Albany Municipal	9	9	0.23%	9	10	10
2	Aurora	Jerry Summers Sr. Aurora Municipal	29	29	0.74%	30	31	33
3	Ava	Ava Bill Martin Memorial	5	5	0.13%	5	5	6
4	Bethany	Bethany Memorial	7	7	0.18%	7	8	8
5	Bismarck	Bismarck Memorial	15	15	0.38%	16	16	17
6	Bolivar	Bolivar Municipal	50	50	1.28%	52	54	57
7	Boonville	Jesse Viertel Memorial	38	38	0.97%	39	41	44
8	Bowling Green	Bowling Green Municipal	9	9	0.23%	9	10	10
9	Brookfield/Marceline	North Central Missouri Regional	0	0	0.00%	24	28	35
10	Buffalo	Buffalo Municipal	15	15	0.38%	16	16	17
11	Butler	Butler Memorial	19	19	0.49%	20	20	22
12	Cabool	Cabool Memorial	18	18	0.46%	19	19	21
13	Camdenton	Camdenton Memorial	26	26	0.67%	27	28	30
14	Cameron	Cameron Memorial	33	33	0.85%	34	35	38
15	Campbell	Campbell Municipal	9	9	0.23%	9	10	10
16	Cape Girardeau	Cape Girardeau Regional	49	49	1.26%	51	53	56
17	Carrollton	Carrollton Memorial	4	4	0.10%	4	4	5
18	Canuthersville	Canuthersville Memorial	5	5	0.13%	5	5	6
19	Cassville	Cassville Municipal	12	12	0.31%	12	13	14
20	Charleston	Mississippi County	7	7	0.18%	7	8	8
21	Chillicothe	Chillicothe Municipal	23	23	0.59%	24	25	26
22	Clinton	Clinton Memorial	39	39	1.00%	40	42	45
23	Columbia	Columbia Regional	67	67	1.72%	69	72	77
24	Cuba	Cuba Municipal	23	23	0.59%	24	25	26
25	Dexter	Dexter Municipal	26	26	0.67%	27	28	30
26	Doniphan	Doniphan Municipal	6	6	0.15%	6	6	7
27	El Dorado Springs	El Dorado Springs Memorial	11	11	0.28%	11	12	13
28	Eldon	Eldon Model Airport	37	37	0.95%	38	40	43
29	Excelsior Springs	Excelsior Springs Memorial	28	28	0.72%	29	30	32
30	Farmington	Farmington Regional	31	31	0.79%	32	33	36
31	Festus	Festus Memorial	40	40	1.03%	41	43	46
32	Fredericktown	Fredericktown Regional	26	26	0.67%	27	28	30
33	Fulton	Elton Hensley Memorial	51	51	1.31%	53	55	59

Table 3-7
Based Aircraft Projection
Top Down Methodology, Continued

SASP Code	Associated City	Airport	Based Aircraft				Projected Based Aircraft			
			2002	Aircraft	Airport Share of Statewide	2007	2012	2017	2022	2027
34	Gainesville	Gainesville Memorial	3		0.08%	3	3	3	3	3
35	Gideon	Gideon Memorial	1		0.03%	1	1	1	1	1
36	Grain Valley	East Kansas City	120		3.08%	124	129	129	138	138
37	Hannibal	Hannibal Municipal	21		0.54%	22	23	23	24	24
38	Harrisonville	Lawrence Smith Memorial	54		1.38%	56	58	58	62	62
39	Hermann	Hermann Municipal	8		0.21%	8	9	9	9	9
40	Higginsville	Higginsville Industrial Municipal	23		0.59%	24	25	25	26	26
41	Hornersville	Hornersville Memorial	2		0.05%	2	2	2	2	2
42	Houston	Houston Memorial	23		0.59%	24	25	25	26	26
43	Jefferson City	Jefferson City Memorial	58		1.49%	60	62	62	67	67
44	Joplin	Joplin Regional	108		2.77%	112	116	116	124	124
45	Kahoka	Kahoka Municipal	1		0.03%	1	1	1	1	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	2		0.05%	2	2	2	2	2
47	Kansas City	Charles B. Wheeler Downtown	301		7.71%	312	323	323	346	346
48	Kennett	Kennett Memorial	20		0.51%	21	21	21	23	23
49	Kirksville	Kirksville Regional	39		1.00%	40	42	42	45	45
50	Lamar	Lamar Municipal	21		0.54%	22	23	23	24	24
51	Lebanon	Floyd W Jones	46		1.18%	48	49	49	53	53
52	Lee's Summit	Lee's Summit Municipal	173		4.43%	179	186	186	199	199
53	Lexington	Lexington Municipal	9		0.23%	9	10	10	10	10
54	Lincoln	Lincoln Municipal	5		0.13%	5	5	5	6	6
55	Linn	Linn State Technical College Airport	5		0.13%	5	5	5	6	6
56	Macon	Macon-Power Memorial	15		0.38%	16	16	16	17	17
57	Malden	Malden Regional	10		0.26%	10	11	11	11	11
58	Mansfield	Mansfield Municipal	6		0.15%	6	6	6	7	7
59	Marble Hill	Twin City Airport	6		0.15%	6	6	6	7	7
60	Marshall	Marshall Memorial Municipal	21		0.54%	22	23	23	24	24
61	Maryville	Northwest Missouri Regional	17		0.44%	18	18	18	20	20
62	Memphis	Memphis Memorial	9		0.23%	9	10	10	10	10
63	Mexico	Mexico Memorial	31		0.79%	32	33	33	36	36
64	Moberly	Omar N Bradley	16		0.41%	17	17	17	18	18
65	Monett	Monett Municipal	28		0.64%	28	27	27	29	29
66	Monroe City	Monroe City Regional	9		0.23%	9	10	10	10	10
67	Montgomery City	Montgomery-Wehrman	7		0.18%	7	8	8	8	8
68	Monticello	Lewis County Regional	8		0.21%	8	9	9	9	9



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-7
Based Aircraft Projection
Top Down Methodology, Continued

SASP Code	Associated City	Airport	Based Aircraft		Airport Share of Statewide		Projected Based Aircraft	
			2002	2022	2007	2012	2022	2022
69	Mosby	Clay County Regional	55	55	1.41%	57	59	63
70	Mount Vernon	Mount Vernon Municipal	8	8	0.21%	8	9	9
71	Mountain Grove	Mountain Grove Memorial	14	14	0.36%	15	15	16
72	Mountain View	Mountain View	14	14	0.36%	15	15	16
73	Neosho	Hugh Robinson Memorial	27	27	0.69%	28	29	31
74	Nevada	Nevada Municipal	12	12	0.31%	12	13	14
75	New Madrid	County Memorial	12	12	0.31%	12	13	14
76	Osage Beach	Grand Glaize	25	25	0.64%	26	27	29
77	Osceola	Osceola Municipal	7	7	0.18%	7	8	8
78	Ozark	Air Park South	15	15	0.38%	16	16	17
79	Perryville	Perryville Municipal	23	23	0.59%	24	25	26
80	Piedmont	Piedmont Municipal	7	7	0.18%	7	8	8
81	Point Lookout	M Graham Clark	55	55	1.41%	57	59	63
82	Poplar Bluff	Poplar Bluff Municipal	37	37	0.95%	38	40	43
83	Potosi	Washington County	5	5	0.13%	5	5	6
84	Princeton	Princeon-Kaufman Memorial	2	2	0.05%	2	2	2
85	Richland	Richland Municipal	3	3	0.08%	3	3	3
86	Rolla	Rolla Downtown	13	13	0.33%	13	14	15
87	Rolla/Vichy	Rolla National	52	52	1.33%	54	56	60
88	Saint Charles	Saint Charles	106	106	2.72%	110	114	122
89	Saint Charles	Saint Charles County Smartt	92	92	2.36%	95	99	106
90	Saint Clair	Saint Clair Regional	35	35	0.90%	36	38	40
91	Saint Joseph	Rosecrans Memorial	91	91	2.33%	94	98	105
92	Saint Louis	Creve Coeur	331	331	8.48%	343	355	380
93	Saint Louis	Spirit Of Saint Louis	426	426	10.92%	442	457	490
94	Salem	Salem Memorial	13	13	0.33%	13	14	15
95	Sedalia	Sedalia Memorial	23	23	0.59%	24	25	26
96	Shelbyville	Shelby County	0	0	0.00%	0	0	0
97	Sikeston	Sikeston Memorial Municipal	33	33	0.85%	34	35	38
98	Slater	Slater Memorial	1	1	0.03%	1	1	1
99	Springfield	Springfield-Branson Regional	115	115	2.95%	119	123	132
100	Steele	Steele Municipal	5	5	0.13%	5	5	6
101	Stockton	Stockton Municipal	8	8	0.21%	8	9	9

Table 3-7
Based Aircraft Projection
Top Down Methodology, Continued

SASP Code	Associated City	Airport	Based Aircraft		Airport Share of Statewide	Projected Based Aircraft		
			2002	2022		2007	2012	2022
102	Sullivan	Sullivan Regional	39		1.00%	40	42	45
103	Tarkio	Gould Peterson Municipal	10		0.26%	10	11	11
104	Thayer	Thayer Memorial	5		0.13%	5	5	6
105	Trenton	Trenton Municipal	8		0.21%	8	9	9
106	Unionville	Unionville Municipal	6		0.15%	6	6	7
107	Van Buren	Bollinger Grass Memorial	0		0.00%	0	0	0
108	Versailles	Roy Otten Memorial	26		0.67%	27	28	30
109	Warrensburg	CMSU Max B Swisher Skyhaven	48		1.23%	50	52	55
110	Warsaw	Warsaw Municipal	10		0.26%	10	11	11
111	Washington	Washington Memorial	34		0.87%	35	37	39
112	Waynesville	Waynesville (Regional Arpt At Foney Fld)	4		0.10%	4	4	5
113	West Plains	West Plains Municipal	35		0.90%	36	38	40
114	Willow Springs	Willow Springs Memorial	22		0.56%	23	24	25
		Statewide Total	3,902			4,070	4,218	4,519

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Socioeconomic Methodology

Woods and Poole data on population projections for each county in Missouri were used to develop a statewide population projection for use in this analysis. This projection showed that Missouri's compound average annual rate of population growth is 1.00 percent. From this projection, total based aircraft for the Missouri airport system were developed using a socioeconomic methodology.

Projected population growth for each county was examined to determine if aircraft based at airports in that county could be expected to grow at rates less than, equal to, or in excess of the State's projected rate of population growth. For counties that are projected to experience population growth between 0.50 percent and less during the 2002 to 2022 timeframe, half of the State's rate of 0.50 percent compound average annual growth in population was applied. Airports in counties expected to experience population growth between 0.51 percent and 1.25 percent received the State's rate of 1.00 percent compound average annual growth. For airports in those counties that are projected to experience population growth between 1.26 percent and 2.00 percent growth, a growth rate of 1.50 percent, or one and a half times the State's rate, was used. For airports in those counties projected to have growth rates between 2.01 percent and 3.00 percent, a growth rate of 2.00 percent, double the State's rate, was used. Airports in counties with projected rates of growth greater than 3.01 percent were assigned a growth rate of 3.00 percent, triple the State's projected compound average annual growth rate. The only exception was North Central Missouri Regional which was assigned a growth rate of 1.90 percent based on its airport master plan. The results of this methodology are presented in **Table 3-8**. The socioeconomic methodology forecasted 4,149 based aircraft through 2007, 4,375 based aircraft through 2012, and 4,828 based aircraft through 2022. This is a compound average annual growth rate of 1.07 percent over the forecasted planning period.

Table 3-8
Based Aircraft Projection
Socioeconomic Methodology

SASP Code	Associated City	Airport	2002	2002 - 2022 County Growth Rate	Applied Growth Rate	Projected Based Aircraft			
						2007	2012	2017	2022
1	Albany	Albany Municipal	9	-0.28%	0.50%	9	9	9	10
2	Aurora	Jerry Summers Sr. Aurora Municipal	29	1.25%	1.00%	30	32	32	35
3	Ava	Ava Bill Martin Memorial	5	0.96%	1.00%	5	6	6	6
4	Bethany	Bethany Memorial	7	0.26%	0.50%	7	7	7	8
5	Bismarck	Bismarck Memorial	15	1.51%	1.50%	16	17	17	20
6	Bolivar	Bolivar Municipal	50	1.90%	1.50%	54	58	58	65
7	Boonville	Jesse Viertel Memorial	38	0.85%	1.00%	40	42	42	46
8	Bowling Green	Bowling Green Municipal	9	0.62%	1.00%	9	10	10	11
9	Brookfield/Marceline	North Central Missouri Regional	0	-0.18%	1.90%	24	28	28	35
10	Buffalo	Buffalo Municipal	15	1.49%	1.50%	16	17	17	20
11	Butler	Butler Memorial	19	0.25%	0.50%	19	20	20	21
12	Cabool	Cabool Memorial	18	0.75%	1.00%	19	20	20	22
13	Camdenton	Camdenton Memorial	26	2.33%	2.00%	29	31	31	36
14	Cameron	Cameron Memorial	33	1.19%	1.00%	35	36	36	40
15	Campbell	Campbell Municipal	9	-0.30%	0.50%	9	9	9	10
16	Cape Girardeau	Cape Girardeau Regional	49	0.59%	1.00%	51	54	54	59
17	Carrollton	Carrollton Memorial	4	-0.40%	0.50%	4	4	4	4
18	Caruthersville	Caruthersville Memorial	5	-0.88%	0.50%	5	5	5	6
19	Cassville	Cassville Municipal	12	1.44%	1.50%	13	14	14	16
20	Charleston	Mississippi County	7	0.09%	0.50%	7	7	7	8
21	Chillicothe	Chillicothe Municipal	23	-0.09%	0.50%	24	24	24	25
22	Clinton	Clinton Memorial	39	0.70%	1.00%	41	43	43	47
23	Columbia	Columbia Regional	67	1.76%	1.50%	72	77	77	87
24	Cuba	Cuba Municipal	23	1.24%	1.00%	24	25	25	28
25	Dexter	Dexter Municipal	26	0.61%	1.00%	27	29	29	31
26	Doniphan	Doniphan Municipal	6	1.21%	1.00%	6	7	7	7
27	El Dorado Springs	El Dorado Springs Memorial	11	0.73%	1.00%	12	12	12	13
28	Eldon	Eldon Model Airpark	37	1.24%	1.00%	39	41	41	44
29	Excelsior Springs	Excelsior Springs Memorial	28	1.34%	1.50%	30	32	32	36
30	Farmington	Farmington Regional	31	1.51%	1.50%	33	36	36	40
31	Festus	Festus Memorial	40	1.71%	1.50%	43	46	46	52
32	Fredericktown	Fredericktown Regional	26	0.67%	1.00%	27	29	29	31
33	Fulton	Elton Hensley Memorial	51	1.66%	1.50%	55	59	59	66



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

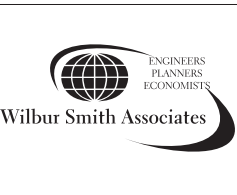


Table 3-8
Based Aircraft Projection
Socioeconomic Methodology, Continued

SASP Code	Associated City	Airport	2002	2002 - 2022 County Growth Rate	Applied Growth Rate	2007	2012	2022
34	Gainesville	Gainesville Memorial	3	1.18%	1.00%	3	3	4
35	Gideon	Gideon Memorial	1	-0.17%	0.50%	1	1	1
36	Grain Valley	East Kansas City	120	0.31%	0.50%	123	126	132
37	Hannibal	Hannibal Municipal	21	0.23%	0.50%	22	22	23
38	Harrisonville	Lawrence Smith Memorial	54	2.12%	2.00%	59	65	76
39	Hermann	Hermann Municipal	8	1.05%	1.00%	8	9	10
40	Higginsville	Higginsville Industrial Municipal	23	0.58%	1.00%	24	25	28
41	Hornersville	Hornersville Memorial	2	-0.30%	0.50%	2	2	2
42	Houston	Houston Memorial	23	0.75%	1.00%	24	25	28
43	Jefferson City	Jefferson City Memorial	58	1.66%	1.50%	62	67	75
44	Joplin	Joplin Regional	108	1.33%	1.50%	116	124	140
45	Kahoka	Kahoka Municipal	1	-0.15%	0.50%	1	1	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	2	1.24%	1.00%	2	2	2
47	Kansas City	Charles B. Wheeler Downtown	301	2.17%	2.00%	331	361	421
48	Kennett	Kennett Memorial	20	-0.30%	0.50%	21	21	22
49	Kirkville	Kirkville Regional	39	0.32%	0.50%	40	41	43
50	Lamar	Lamar Municipal	21	1.14%	1.00%	22	23	25
51	Lebanon	Floyd W Jones	46	1.40%	1.50%	49	53	60
52	Lee's Summit	Lee's Summit Municipal	173	0.31%	0.50%	177	182	190
53	Lexington	Lexington Municipal	9	1.34%	1.50%	10	10	12
54	Lincoln	Lincoln Municipal	5	1.64%	1.50%	5	6	7
55	Linn	Linn State Technical College Airport	5	0.69%	1.00%	5	6	6
56	Macon	Macon-Power Memorial	15	0.26%	0.50%	15	16	17
57	Malden	Malden Regional	10	-0.30%	0.50%	10	11	11
58	Mansfield	Mansfield Municipal	6	0.95%	1.00%	6	7	7
59	Marble Hill	Twin City Airport	6	1.01%	1.00%	6	7	7
60	Marshall	Marshall Memorial Municipal	21	-0.06%	0.50%	22	22	23
61	Maryville	Northwest Missouri Regional	17	0.27%	0.50%	17	18	19
62	Memphis	Memphis Memorial	9	0.19%	0.50%	9	9	10
63	Mexico	Mexico Memorial	31	0.29%	0.50%	32	33	34
64	Moberly	Omar N Bradley	16	0.55%	1.00%	17	18	19
65	Monett	Monett Municipal	25	1.44%	1.50%	27	29	33
66	Monroe City	Monroe City Regional	9	0.31%	0.50%	9	9	10
67	Montgomery City	Montgomery-Wehrman	7	0.60%	1.00%	7	8	8
68	Monticello	Lewis County Regional	8	0.27%	0.50%	8	8	9

Table 3-8
Based Aircraft Projection
Socioeconomic Methodology, Continued

SASP Code	Associated City	Airport	2002	2002 - 2022 County Growth Rate	Applied Growth Rate	Projected Based Aircraft	2007	2012	2022
69	Mosby	Clay County Regional	55	2.17%	2.00%	61	66	77	77
70	Mount Vernon	Mount Vernon Municipal	8	1.25%	1.00%	8	9	10	10
71	Mountain Grove	Mountain Grove Memorial	14	0.95%	1.00%	15	15	17	17
72	Mountain View	Mountain View	14	1.76%	1.50%	15	16	18	18
73	Neosho	Hugh Robinson Memorial	27	2.05%	2.00%	30	32	38	38
74	Nevada	Nevada Municipal	12	0.22%	0.50%	12	13	13	13
75	New Madrid	County Memorial	12	-0.17%	0.50%	12	13	13	13
76	Osage Beach	Grand Claize	25	2.33%	2.00%	28	30	35	35
77	Osceola	Osceola Municipal	7	0.26%	0.50%	7	7	8	8
78	Ozark	Air Park South	15	3.47%	3.00%	17	20	24	24
79	Perryville	Perryville Municipal	23	1.00%	1.00%	24	25	28	28
80	Piedmont	Piedmont Municipal	7	1.48%	1.50%	8	8	9	9
81	Point Lookout	M Graham Clark	55	3.77%	3.00%	63	72	88	88
82	Poplar Bluff	Poplar Bluff Municipal	37	0.71%	1.00%	39	41	44	44
83	Potosi	Washington County	5	1.80%	1.50%	5	6	7	7
84	Princeton	Princeton-Kauffman Memorial	2	0.69%	1.00%	2	2	2	2
85	Richland	Richland Municipal	3	0.40%	0.50%	3	3	3	3
86	Rolla	Rolla Downtown	13	1.51%	1.50%	14	15	17	17
87	Rolla/Vichy	Rolla National	52	0.63%	1.00%	55	57	62	62
88	Saint Charles	Saint Charles	106	2.08%	2.00%	117	127	148	148
89	Saint Charles	Saint Charles County Smartt	92	2.08%	2.00%	101	110	129	129
90	Saint Clair	Saint Clair Regional	35	1.50%	1.50%	38	40	46	46
91	Saint Joseph	Rosecrans Memorial	91	0.65%	1.00%	96	100	109	109
92	Saint Louis	Creve Coeur	331	0.19%	0.50%	339	348	364	364
93	Saint Louis	Spirit Of Saint Louis	426	0.19%	0.50%	437	447	469	469
94	Salem	Salem Memorial	13	1.06%	1.00%	14	14	16	16
95	Sedalia	Sedalia Memorial	23	1.04%	1.00%	24	25	28	28
96	Shelbyville	Shelby County	0	-0.37%	0.50%	0	0	0	0
97	Sikeston	Sikeston Memorial Municipal	33	0.59%	1.00%	35	36	40	40
98	Slater	Slater Memorial	1	-0.06%	0.50%	1	1	1	1
99	Springfield	Springfield-Branson Regional	115	1.62%	1.50%	124	132	150	150
100	Steele	Steele Municipal	5	-0.88%	0.50%	5	5	6	6
101	Stockton	Stockton Municipal	8	0.73%	1.00%	8	9	10	10



Chapter 3:
Aviation Trends
and Projections of
Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-8
Based Aircraft Projection
Socioeconomic Methodology, Continued

SASP Code	Associated City	Airport	2002	2002 - 2022 County Growth Rate	Applied Growth Rate	2007	2012	2022
102	Sullivan	Sullivan Regional	39	1.50%	1.50%	42	45	51
103	Tarkio	Gould Peterson Municipal	10	-0.67%	0.50%	10	11	11
104	Thayer	Thayer Memorial	5	0.65%	1.00%	5	6	6
105	Trenton	Trenton Municipal	8	-0.18%	0.50%	8	8	9
106	Unionville	Unionville Municipal	6	0.16%	0.50%	6	6	7
107	Van Buren	Bollinger Crass Memorial	0	0.87%	1.00%	0	0	0
108	Versailles	Roy Otten Memorial	26	1.26%	1.50%	28	30	34
109	Warrensburg	CMSU Max B Swisher Skyhaven	48	1.21%	1.00%	50	53	58
110	Warsaw	Warsaw Municipal	10	1.64%	1.50%	11	12	13
111	Washington	Washington Memorial	34	2.14%	2.00%	37	41	48
112	Waynesville	Waynesville (Regional Forney Fld)	4	0.40%	0.50%	4	4	4
113	West Plains	West Plains Municipal	35	1.76%	1.50%	38	40	46
114	Willow Springs	Willow Springs Memorial	22	1.76%	1.50%	24	25	29
		Statewide Total	3,902			4,151	4,380	4,837

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Woods and Poole, Wilbur Smith Associates

Preferred Based Aircraft Projection

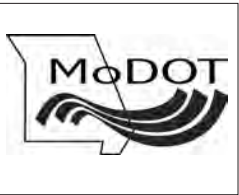
The results from the three based aircraft projection methodologies used in the System Plan were compared for each airport (see **Table 3-9**). In 2002, the Missouri airports examined as part of this analysis accommodated 3,902 based aircraft. The bottom up methodology produced a 2022 projection of 4,622 based aircraft, an average annual growth rate of 0.85 percent. The top down methodology produced a 2022 projection of 4,519 based aircraft, an average annual growth rate of 0.74 percent. The socioeconomic methodology produced a 2022 projection of 4,837 based aircraft, an average annual growth rate of 1.08 percent.

After comparing the results and the average annual growth rates of the three methodologies, the socioeconomic methodology was chosen as the preferred methodology because it more closely mirrors the growth that has been experienced in the recent past in Missouri. As noted, between 1998 and 2002, total based aircraft in the State grew at a compound average annual rate of growth of 2.01 percent. The compound average annual growth rate of the socioeconomic methodology was the highest of the three with 1.08 percent. This growth also mirrors the socioeconomic indicators of the State which has a projected growth rate of 1.00 percent over the next 20 years.



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

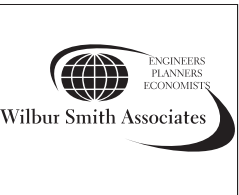


Table 3-9
Based Aircraft Projection
Comparison of Methodologies

SASP Code	Associated City	Airport	Historic			Bottom Up			Top Down			Socioeconomic		
			1998	2002	2007	2012	2017	2022	2007	2012	2017	2007	2012	2022
1	Albany	Albany Municipal	7	9	10	11	13	13	9	10	10	9	9	10
2	Aurora	Jerry Summers Sr. Aurora Municipal	31	29	29	30	30	30	30	31	33	30	32	35
3	Ava	Ava Bill Martin Memorial	9	5	5	5	5	5	5	5	6	5	6	6
4	Bethany	Bethany Memorial	6	7	7	8	8	8	7	8	8	7	7	8
5	Bismarck	Bismarck Memorial	18	15	15	15	16	16	16	16	17	16	17	20
6	Bolivar	Bolivar Municipal	29	50	55	60	70	70	52	54	57	54	58	65
7	Boonville	Jesse Vierter Memorial	36	38	39	40	42	42	39	41	44	40	42	46
8	Bowling Green	Bowling Green Municipal	12	9	9	9	9	9	9	10	10	9	10	11
9	Brookfield/Marceline	North Central Missouri Regional 1/	0	0	24	28	35	35	24	28	35	24	28	35
10	Buffalo	Buffalo Municipal	15	15	15	16	17	17	16	16	17	16	17	20
11	Butler	Butler Memorial	17	19	20	21	23	23	20	20	22	19	20	21
12	Cabool	Cabool Memorial	15	18	19	20	22	22	19	19	21	19	20	22
13	Camdenton	Camdenton Memorial	12	26	29	31	36	36	27	28	30	29	31	36
14	Cameron	Cameron Memorial	31	33	35	36	40	40	34	35	38	35	36	40
15	Campbell	Campbell Municipal	8	9	9	10	11	11	9	10	10	9	9	10
16	Cape Girardeau	Cape Girardeau Regional	44	49	51	54	59	59	51	53	56	51	54	59
17	Carrollton	Carrollton Memorial	4	4	4	4	4	4	4	4	5	4	4	4
18	Caruthersville	Caruthersville Memorial	8	5	5	5	5	5	5	5	6	5	5	6
19	Cassville	Cassville Municipal	15	12	12	12	13	13	12	13	14	13	14	16
20	Charleston	Mississippi County	10	7	7	7	7	7	7	8	8	7	7	8
21	Chillicothe	Chillicothe Municipal	21	23	24	25	28	28	24	25	26	24	24	25
22	Clinton	Clinton Memorial	36	39	41	43	47	47	40	42	45	41	43	47
23	Columbia	Columbia Regional	63	67	70	74	80	80	69	72	77	72	77	87
24	Cuba	Cuba Municipal	6	23	25	28	32	32	24	25	26	24	25	28
25	Dexter	Dexter Municipal	25	26	27	27	29	29	27	28	30	27	29	31
26	Doniphan	Doniphan Municipal	4	6	7	7	8	8	6	6	7	6	7	7
27	El Dorado Springs	El Dorado Springs Memorial	10	11	12	12	13	13	11	12	13	12	12	13
28	Eldon	Eldon Model Airport	18	37	41	44	52	52	38	40	43	39	41	44
29	Excelsior Springs	Excelsior Springs Memorial	21	28	31	34	39	39	29	30	32	30	32	36
30	Farmington	Farmington Regional	35	31	31	32	33	33	32	33	36	33	36	40
31	Festus	Festus Memorial	39	40	41	42	44	44	41	43	46	43	46	52
32	Fredericktown	Fredericktown Regional	26	26	27	27	29	29	27	28	30	27	29	31
33	Fulton	Elton Hensley Memorial	32	51	56	61	72	72	53	55	59	55	59	66

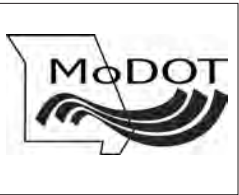
**Table 3-9
Based Aircraft Projection
Comparison of Methodologies, Continued**

SASP Code	Associated City	Airport	Historic						Bottom Up			Top Down			Socioeconomic		
			1998	2002	2007	2012	2022	2037	2042	2047	2052	2057	2062	2067	2072	2077	2082
34	Gainesville	Gainesville Memorial	1	3	3	3	4	4	4	3	3	3	3	3	3	3	4
35	Cideon	Cideon Memorial	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
36	Grain Valley	East Kansas City	113	120	126	132	144	144	144	124	129	138	123	123	126	132	132
37	Hannibal	Hannibal Municipal	25	21	21	22	22	22	22	22	23	24	22	22	22	23	23
38	Harrisonville	Lawrence Smith Memorial	32	54	59	65	76	76	76	56	58	62	59	59	65	76	76
39	Hermann	Hermann Municipal	7	8	8	9	9	10	10	8	9	9	8	8	9	10	10
40	Higginsville	Higginsville Industrial Municipal	10	23	25	28	32	32	32	24	25	26	24	24	25	28	28
41	Hornersville	Hornersville Memorial	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
42	Houston	Houston Memorial	23	23	24	24	24	25	25	24	25	26	24	24	25	28	28
43	Jefferson City	Jefferson City Memorial	78	58	59	59	61	61	61	60	62	67	62	62	67	75	75
44	Joplin	Joplin Regional	98	108	113	119	130	130	130	112	116	124	116	116	124	140	140
45	Kahoka	Kahoka Municipal	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	12	2	2	2	2	2	2	2	2	2	2	2	2	2	2
47	Kansas City	Charles B. Wheeler Downtown	293	301	309	316	331	331	331	312	323	346	331	331	361	421	421
48	Kennett	Kennett Memorial	16	20	21	22	24	24	24	21	21	23	21	21	21	22	22
49	Kirksville	Kirksville Regional	16	39	43	47	55	55	55	40	42	45	40	40	41	43	43
50	Lamar	Lamar Municipal	20	21	22	22	23	23	23	22	23	24	22	22	23	25	25
51	Lebanon	Floyd W Jones	20	46	51	55	64	64	64	48	49	53	49	49	53	60	60
52	Lee's Summit	Lee's Summit Municipal	169	173	177	182	190	190	190	179	186	199	177	177	182	190	190
53	Lexington	Lexington Municipal	8	9	9	10	11	11	11	9	10	10	10	10	10	12	12
54	Lincoln	Lincoln Municipal	6	5	5	5	5	5	5	5	5	6	5	5	6	7	7
55	Linn	Linn State Technical College Airport	4	5	5	6	6	6	6	5	5	6	5	5	6	6	6
56	Macon	Macon-Fower Memorial	13	18	16	17	18	18	18	16	16	17	15	15	16	17	17
57	Malden	Malden Regional	19	10	10	10	11	11	11	10	11	11	10	10	11	11	11
58	Mansfield	Mansfield Municipal	6	6	6	6	7	7	7	6	6	7	6	6	7	7	7
59	Marble Hill	Twin City Airport	6	6	6	6	6	7	7	6	6	7	6	6	7	7	7
60	Marshall	Marshall Memorial Municipal	21	21	22	22	22	23	23	22	23	24	22	22	22	23	23
61	Marville	Northwest Missouri Regional	17	17	17	18	19	19	19	18	18	20	17	17	18	19	19
62	Memphis	Memphis Memorial	7	9	10	11	13	13	13	9	10	10	9	9	9	10	10
63	Mexico	Mexico Memorial	28	31	33	34	37	37	37	32	33	36	32	32	33	34	34
64	Moberly	Omar N Bradley	20	16	16	16	17	17	17	17	17	18	17	17	18	19	19
65	Monett	Monett Municipal	17	25	25	26	26	26	26	26	27	29	27	27	29	33	33
66	Monroe City	Monroe City Regional	9	9	9	9	10	10	10	9	10	10	9	9	9	10	10
67	Montgomery City	Montgomery-Wehrman	7	7	7	7	8	8	8	7	8	8	7	7	8	8	8
68	Monticello	Lewis County Regional	7	8	8	9	9	10	10	8	9	9	8	8	8	9	9



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

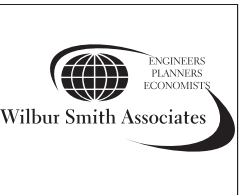


Table 3-9
Based Aircraft Projection
Comparison of Methodologies, Continued

SASP Code	Associated City	Airport	Historic				Bottom Up				Top Down				Socioeconomic			
			1998	2002	2007	2012	2007	2012	2022	2027	2007	2012	2022	2027	2007	2012	2022	2027
69	Mosby	Clay County Regional	6	55	61	66	77	77	57	59	63	61	66	77				
70	Mount Vernon	Mount Vernon Municipal	4	8	9	10	11	8	9	9	9	8	9	10				
71	Mountain Grove	Mountain Grove Memorial	16	14	14	14	15	15	15	15	16	15	15	17				
72	Mountain View	Mountain View	17	14	15	17	20	15	15	15	16	15	16	18				
73	Neosho	Hugh Robinson Memorial	35	27	27	28	28	28	28	29	31	30	32	38				
74	Nevada	Nevada Municipal	18	12	12	12	13	12	12	13	14	12	13	13				
75	New Madrid	County Memorial	11	12	13	13	14	12	12	13	14	12	13	13				
76	Osage Beach	Grand Glaize	19	25	28	30	35	26	27	29	28	28	30	35				
77	Osceola	Osceola Municipal	7	7	7	7	8	7	8	8	8	7	7	8				
78	Ozark	Air Park South	17	15	15	15	16	16	16	16	17	17	20	24				
79	Perryville	Perryville Municipal	26	23	23	24	24	24	24	25	26	24	25	28				
80	Piedmont	Piedmont Municipal	9	7	7	7	7	7	7	8	8	8	8	9				
81	Point Lookout	M Graham Clark	56	55	56	56	58	57	59	63	63	63	72	88				
82	Poplar Bluff	Poplar Bluff Municipal	39	37	37	38	39	38	40	43	39	41	44					
83	Potosi	Washington County	4	5	5	6	6	5	5	5	6	5	6	7				
84	Princeton	Princeton-Kaufman Memorial	1	2	2	2	3	2	2	2	2	2	2	2				
85	Richland	Richland Municipal	3	3	3	3	3	3	3	3	3	3	3	3				
86	Rolla	Rolla Downtown	19	13	13	13	14	13	14	14	15	14	15	17				
87	Rolla/Vichy	Rolla National	44	52	55	57	62	54	56	60	60	65	57	62				
88	Saint Charles	Saint Charles	103	106	109	111	117	110	114	122	117	127	148					
89	Saint Charles	Saint Charles County Smartt	95	92	93	94	97	95	99	106	101	110	129					
90	Saint Clair	Saint Clair Regional	36	35	35	36	37	36	38	40	38	40	46					
91	Saint Joseph	Rosecrans Memorial	80	91	96	100	109	94	98	105	96	100	109					
92	Saint Louis	Creve Coeur	205	331	364	398	464	343	355	380	339	348	364					
93	Saint Louis	Spirit Of Saint Louis	494	426	431	437	447	442	457	490	437	447	469					
94	Salem	Salem Memorial	13	13	13	14	14	13	14	15	14	14	16					
95	Sedalia	Sedalia Memorial	18	23	25	28	32	24	25	26	24	25	28					
96	Shelbyville	Shelby County	0	0	0	0	0	0	0	0	0	0	0					
97	Sikeston	Sikeston Memorial Municipal	30	33	35	36	40	34	35	38	35	36	40					
98	Slater	Slater Memorial	1	1	1	1	1	1	1	1	1	1	1					
99	Springfield	Springfield-Branson Regional	134	115	116	118	121	119	123	132	124	132	150					
100	Steele	Steele Municipal	3	5	6	6	7	5	5	6	5	5	6					
101	Stockton	Stockton Municipal	13	8	8	8	8	8	8	9	8	8	9	10				

**Table 3-9
Based Aircraft Projection
Comparison of Methodologies, Continued**

SASP Code	Associated City	Airport	Historic			Bottom Up			Top Down			Socioeconomic		
			1998	2002	2007	2012	2022	2007	2012	2022	2007	2012	2022	
102	Sullivan	Sullivan Regional	36	39	41	43	47	40	42	45	42	45	51	
103	Tarkio	Gould Peterson Municipal	8	10	11	11	12	10	11	11	10	11	11	
104	Thayer	Thayer Memorial	6	5	5	5	5	5	5	6	5	6	6	
105	Trenton	Trenton Municipal	10	8	8	8	8	8	9	9	8	8	9	
106	Unionville	Unionville Municipal	3	6	7	7	8	6	6	7	6	6	7	
107	Van Buren	Bollinger Crass Memorial	0	0	0	0	0	0	0	0	0	0	0	
108	Versailles	Roy Otten Memorial	26	26	27	27	29	27	28	30	28	30	34	
109	Warrensburg	CMSU Max B Swisher Skyhaven	49	48	49	49	50	50	52	55	50	53	58	
110	Warsaw	Warsaw Municipal	10	10	10	11	11	10	11	11	11	12	13	
111	Washington	Washington Memorial	33	34	35	36	37	35	37	39	37	41	48	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	2	4	4	5	6	4	4	5	4	4	4	
113	West Plains	West Plains Municipal	31	35	37	39	42	36	38	40	38	40	46	
114	Willow Springs	Willow Springs Memorial	18	22	23	24	26	23	24	25	24	25	29	
		Statewide Total	3,604	3,902	4,097	4,273	4,622	4,070	4,218	4,519	4,151	4,380	4,837	

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates



Chapter 3: Aviation Trends and Projections of Demand





**Chapter 3:
Aviation Trends
and Projections of
Demand**



General Aviation Based Aircraft Fleet Mix

An airport's based aircraft fleet mix is one indication of its operational role and facility needs. In projecting the based aircraft fleet mix for the system airports in Missouri, consideration was given to the continually changing national active general aviation aircraft fleet and the existing fleet mix at each system airport.

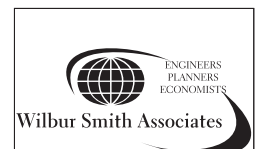
The FAA asserts in *FAA Aerospace Forecasts FY 2003-2014* that an increase in numbers of single-engine aircraft, turboprop and jet aircraft can be expected however, declines in the overall percentage of single-engine and multiengine aircraft are anticipated. For many of the airports, the nature of the based fleet indicates that the fleet will continue to be primarily single-engine aircraft. Therefore, existing fleet mix percentages at system airports were held relatively constant throughout the 20-year planning period. The fleet mix was adjusted to closely reflect the national trends by increasing the percentage of based jets at airports with over 45 based aircraft. Adjusted fleet mix ratios were applied to the preferred projection of based aircraft for each airport through the 2007, 2012, and 2022 timeframes (see **Tables 3-10 through 3-13**).

Table 3-10
2002 Existing Based General
Aviation Aircraft Fleet Mix

SASP Code	Associated City	Airport	2002 Existing Based Aircraft							Total Based Aircraft
			Single-Engine	Multie-engine	Jet	Helicopters	Gliders	Ultralight		
1	Albany	Albany Municipal	9	0	0	0	0	0	9	
2	Aurora	Jerry Summers Sr. Aurora Municipal	28	1	0	0	0	0	29	
3	Ava	Ava Bill Martin Memorial	4	0	0	0	0	1	5	
4	Bethany	Bethany Memorial	7	0	0	0	0	0	7	
5	Bismarck	Bismarck Memorial	15	0	0	0	0	0	15	
6	Bolivar	Bolivar Municipal	43	5	2	0	0	0	50	
7	Boonville	Jesse Viertel Memorial	37	1	0	0	0	0	38	
8	Bowling Green	Bowling Green Municipal	8	1	0	0	0	0	9	
9	Brookfield/Marceline	North Central Missouri Regional	0	0	0	0	0	0	0	
10	Buffalo	Buffalo Municipal	14	1	0	0	0	0	15	
11	Butler	Butler Memorial	19	0	0	0	0	0	19	
12	Cabool	Cabool Memorial	13	2	0	2	0	1	18	
13	Camdenton	Camdenton Memorial	24	1	0	1	0	0	26	
14	Cameron	Cameron Memorial	30	0	0	0	0	3	33	
15	Campbell	Campbell Municipal	9	0	0	0	0	0	9	
16	Cape Girardeau	Cape Girardeau Regional	35	12	1	0	1	0	49	
17	Carrollton	Carrollton Memorial	3	1	0	0	0	0	4	
18	Caruthersville	Caruthersville Memorial	4	1	0	0	0	0	5	
19	Cassville	Cassville Municipal	12	0	0	0	0	0	12	
20	Charleston	Mississippi County	5	0	0	0	0	2	7	
21	Chillicothe	Chillicothe Municipal	16	3	0	1	0	3	23	
22	Clinton	Clinton Memorial	35	4	0	0	0	0	39	
23	Columbia	Columbia Regional	40	17	8	2	0	0	67	
24	Cuba	Cuba Municipal	21	2	0	0	0	0	23	
25	Dexter	Dexter Municipal	20	2	0	1	0	3	26	
26	Doniphan	Doniphan Municipal	3	2	0	1	0	0	6	
27	El Dorado Springs	El Dorado Springs Memorial	11	0	0	0	0	0	11	
28	Eldon	Eldon Model Airpark	30	3	2	0	0	2	37	
29	Excelsior Springs	Excelsior Springs Memorial	27	1	0	0	0	0	28	
30	Farmington	Farmington Regional	30	1	0	0	0	0	31	
31	Festus	Festus Memorial	35	5	0	0	0	0	40	
32	Fredericktown	Fredericktown Regional	24	0	0	0	0	2	26	
33	Fulton	Elton Hensley Memorial	48	3	0	0	0	0	51	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

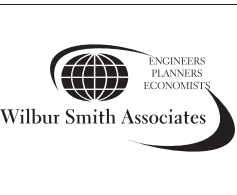


Table 3-10
2002 Existing Based General
Aviation Aircraft Fleet Mix

SASP		2002 Existing Based Aircraft										Total Based Aircraft	
Code	Associated City	Airport	Single-Engine	Multiengine	Jet	Helicopters	Cliders	Ultralight					Aircraft
34	Gainesville	Gainesville Memorial	3	0	0	0	0	0	0	0	0	3	
35	Gideon	Gideon Memorial	1	0	0	0	0	0	0	0	0	1	
36	Grain Valley	East Kansas City	105	15	0	0	0	0	0	0	0	120	
37	Hannibal	Hannibal Municipal	20	1	0	0	0	0	0	0	0	21	
38	Harrisonville	Lawrence Smith Memorial	43	7	0	1	0	3	0	0	0	54	
39	Hermann	Hermann Municipal	8	0	0	0	0	0	0	0	0	8	
40	Higginsville	Higginsville Industrial Municipal	13	2	8	0	0	0	0	0	0	23	
41	Hornersville	Hornersville Memorial	2	0	0	0	0	0	0	0	0	2	
42	Houston	Houston Memorial	21	2	0	0	0	0	0	0	0	23	
43	Jefferson City	Jefferson City Memorial	35	12	6	5	0	0	0	0	0	58	
44	Joplin	Joplin Regional	66	32	7	1	0	2	0	0	0	108	
45	Kahoka	Kahoka Municipal	1	0	0	0	0	0	0	0	0	1	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	1	1	0	0	0	0	0	0	0	2	
47	Kansas City	Charles B. Wheeler Downtown	167	91	41	2	0	0	0	0	0	301	
48	Kennett	Kennett Memorial	17	3	0	0	0	0	0	0	0	20	
49	Kirksville	Kirksville Regional	36	2	0	1	0	0	0	0	0	39	
50	Lamar	Lamar Municipal	18	0	0	0	0	3	0	0	0	21	
51	Lebanon	Floyd W Jones	35	7	4	0	0	0	0	0	0	46	
52	Lee's Summit	Lee's Summit Municipal	161	19	2	1	0	0	0	0	0	173	
53	Lexington	Lexington Municipal	6	2	0	0	0	1	0	0	0	9	
54	Lincoln	Lincoln Municipal	5	0	0	0	0	0	0	0	0	5	
55	Linn	Linn State Technical College Airport	3	0	0	2	0	0	0	0	0	5	
56	Macon	Macon-Power Memorial	13	1	0	0	0	1	0	0	0	15	
57	Malden	Malden Regional	10	0	0	0	0	0	0	0	0	10	
58	Mansfield	Mansfield Municipal	6	0	0	0	0	0	0	0	0	6	
59	Marble Hill	Twin City Airport	5	0	0	0	0	1	0	0	0	6	
60	Marshall	Marshall Memorial Municipal	21	0	0	0	0	0	0	0	0	21	
61	Maryville	Northwest Missouri Regional	13	4	0	0	0	0	0	0	0	17	
62	Memphis	Memphis Memorial	9	0	0	0	0	0	0	0	0	9	
63	Mexico	Mexico Memorial	28	3	0	0	0	0	0	0	0	31	
64	Moberly	Onar N Bradley	12	3	0	1	0	0	0	0	0	16	
65	Monett	Monett Municipal	14	4	7	0	0	0	0	0	0	25	
66	Monroe City	Monroe City Regional	9	0	0	0	0	0	0	0	0	9	
67	Montgomery City	Montgomery-Wehrman	7	0	0	0	0	0	0	0	0	7	
68	Monticello	Lewis County Regional	8	0	0	0	0	0	0	0	0	8	

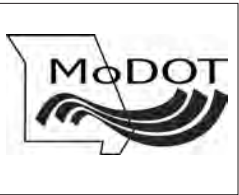
Table 3-10
2002 Existing Based General
Aviation Aircraft Fleet Mix

SASP Code	Associated City	Airport	2002 Existing Based Aircraft							Total Based Aircraft
			Single-Engine	Multiegnine	Jet	Helicopters	Gliders	Ultralight		
69	Mosby	Clay County Regional	45	8	0	2	0	0	55	
70	Mount Vernon	Mount Vernon Municipal	7	1	0	0	0	0	8	
71	Mountain Grove	Mountain Grove Memorial	14	0	0	0	0	0	14	
72	Mountain View	Mountain View	9	3	2	0	0	0	14	
73	Neosho	Hugh Robinson Memorial	25	1	1	0	0	0	27	
74	Nevada	Nevada Municipal	10	0	0	0	0	2	12	
75	New Madrid	County Memorial	10	1	0	1	0	0	12	
76	Osage Beach	Grand Glaize	21	3	0	0	0	1	25	
77	Osceola	Osceola Municipal	6	1	0	0	0	0	7	
78	Ozark	Air Park South	15	0	0	0	0	0	15	
79	Perryville	Perryville Municipal	15	2	2	1	0	3	23	
80	Piedmont	Piedmont Municipal	7	0	0	0	0	0	7	
81	Point Lookout	M Graham Clark	43	12	0	0	0	0	55	
82	Poplar Bluff	Poplar Bluff Municipal	28	5	1	1	0	2	37	
83	Potosi	Washington County	4	1	0	0	0	0	5	
84	Princeton	Princeton-Kaufman Memorial	2	0	0	0	0	0	2	
85	Richland	Richland Municipal	2	0	0	0	0	1	3	
86	Rolla	Rolla Downtown	12	0	0	0	0	1	13	
87	Rolla/Vichy	Rolla National	41	11	0	0	0	0	52	
88	Saint Charles	Saint Charles	100	6	0	0	0	0	106	
89	Saint Charles	Saint Charles County Smartt	86	5	0	0	0	1	92	
90	Saint Clair	Saint Clair Regional	35	0	0	0	0	0	35	
91	Saint Joseph	Rosecrans Memorial	73	11	6	1	0	0	91	
92	Saint Louis	Creve Coeur	300	20	4	6	1	0	331	
93	Saint Louis	Spirit Of Saint Louis	236	37	126	27	0	0	426	
94	Salem	Salem Memorial	11	2	0	0	0	0	13	
95	Sedalia	Sedalia Memorial	22	1	0	0	0	0	23	
96	Shelbyville	Shelby County	0	0	0	0	0	0	0	
97	Sikeston	Sikeston Memorial Municipal	22	8	1	0	0	2	33	
98	Slater	Slater Memorial	0	0	0	0	0	1	1	
99	Springfield	Springfield-Branson Regional	81	25	9	0	0	0	115	
100	Steele	Steele Municipal	5	0	0	0	0	0	5	
101	Stockton	Stockton Municipal	8	0	0	0	0	0	8	



Chapter 3:
Aviation Trends
and Projections of
Demand





Chapter 3: Aviation Trends and Projections of Demand

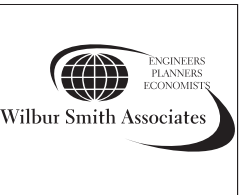


Table 3-10
2002 Existing Based General
Aviation Aircraft Fleet Mix

SASP Code	Associated City	Airport	2002 Existing Based Aircraft							Total Based Aircraft
			Single-Engine	Multieengine	Jet	Helicopters	Gliders	Ultralight		
102	Sullivan	Sullivan Regional	31	7	0	0	0	0	1	39
103	Tarkio	Gould Peterson Municipal	10	0	0	0	0	0	0	10
104	Thayer	Thayer Memorial	5	0	0	0	0	0	0	5
105	Trenton	Trenton Municipal	7	0	0	0	0	0	1	8
106	Unionville	Unionville Municipal	6	0	0	0	0	0	0	6
107	Van Buren	Bollinger Grass Memorial	0	0	0	0	0	0	0	0
108	Versailles	Roy Otten Memorial	25	0	0	0	0	0	1	26
109	Warrensburg	CMSU Max B Swisher Skyhaven	40	5	0	0	0	3	0	48
110	Warsaw	Warsaw Municipal	10	0	0	0	0	0	0	10
111	Washington	Washington Memorial	29	5	0	0	0	0	0	34
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	4	0	0	0	0	0	0	4
113	West Plains	West Plains Municipal	27	4	1	0	0	2	1	35
114	Willow Springs	Willow Springs Memorial	20	0	0	0	0	0	2	22
Statewide Total			3,080	465	241	61	7	48		3,902

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates

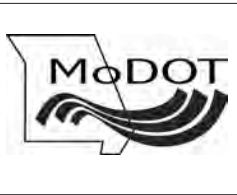
Table 3-11
2007 Based General Aviation
Aircraft Fleet Mix

SASP Code		Associated City	Airport	2007 Projected Fleet Mix							2007 Total Based Aircraft	
				Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight			
1	Albany		Albany Municipal	9	0	0	0	0	0	0	9	
2	Aurora		Jerry Sumners Sr. Aurora Municipal	29	1	0	0	0	0	0	30	
3	Ava		Ava Bill Martin Memorial	4	0	0	0	0	1	0	5	
4	Bethany		Bethany Memorial	7	0	0	0	0	0	0	7	
5	Bismarck		Bismarck Memorial	16	0	0	0	0	0	0	16	
6	Bolivar		Bolivar Municipal	48	5	1	0	0	0	0	54	
7	Boonville		Jesse Viertel Memorial	39	1	0	0	0	0	0	40	
8	Bowling Green		Bowling Green Municipal	8	1	0	0	0	0	0	9	
9	Brookfield/Marceline		North Central Missouri Regional	20	3	1	0	0	0	0	24	
10	Buffalo		Buffalo Municipal	15	1	0	0	0	0	0	16	
11	Butler		Butler Memorial	19	0	0	0	0	0	0	19	
12	Cabool		Cabool Memorial	14	2	0	2	0	1	0	19	
13	Camdenton		Camdenton Memorial	27	1	0	1	0	0	0	29	
14	Cameron		Cameron Memorial	32	0	0	0	0	3	0	35	
15	Campbell		Campbell Municipal	9	0	0	0	0	0	0	9	
16	Cape Girardeau		Cape Girardeau Regional	36	13	1	0	1	0	0	51	
17	Carrollton		Carrollton Memorial	3	1	0	0	0	0	0	4	
18	Caruthersville		Caruthersville Memorial	4	1	0	0	0	0	0	5	
19	Cassville		Cassville Municipal	13	0	0	0	0	0	0	13	
20	Charleston		Mississippi County	5	0	0	0	0	2	0	7	
21	Chillicothe		Chillicothe Municipal	17	3	0	1	0	3	0	24	
22	Clinton		Clinton Memorial	37	4	0	0	0	0	0	41	
23	Columbia		Columbia Regional	43	18	9	2	0	0	0	72	
24	Cuba		Cuba Municipal	22	2	0	0	0	0	0	24	
25	Dexter		Dexter Municipal	21	2	0	1	0	3	0	27	
26	Doniphan		Doniphan Municipal	3	2	0	1	0	0	0	6	
27	El Dorado Springs		El Dorado Springs Memorial	12	0	0	0	0	0	0	12	
28	Eldon		Eldon Model Airpark	32	3	2	0	0	2	0	39	
29	Excelsior Springs		Excelsior Springs Memorial	29	1	0	0	0	0	0	30	
30	Farmington		Farmington Regional	32	1	0	0	0	0	0	33	
31	Festus		Festus Memorial	38	5	0	0	0	0	0	43	
32	Fredericktown		Fredericktown Regional	25	0	0	0	0	2	0	27	
33	Fulton		Fulton Hensley Memorial	51	3	1	0	0	0	0	55	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

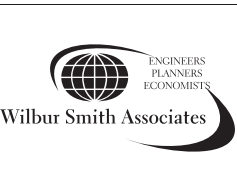


Table 3-11
2007 Based General Aviation
Aircraft Fleet Mix, Continued

2007 Projected Fleet Mix												
SASP Code	Associated City	Airport	Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight	2007 Total Based Aircraft			
34	Gainesville	Gainesville Memorial	3	0	0	0	0	0	0	0	0	3
35	Gideon	Gideon Memorial	1	0	0	0	0	0	0	0	0	1
36	Grain Valley	East Kansas City	106	15	2	0	0	0	0	0	0	123
37	Hannibal	Hannibal Municipal	21	1	0	0	0	0	0	0	0	22
38	Harrisonville	Lawrence Smith Memorial	46	8	1	1	0	3	0	0	0	59
39	Hermann	Hermann Municipal	8	0	0	0	0	0	0	0	0	8
40	Higginsville	Higginsville Industrial Municipal	14	2	8	0	0	0	0	0	0	24
41	Homersville	Homersville Memorial	2	0	0	0	0	0	0	0	0	2
42	Houston	Houston Memorial	22	2	0	0	0	0	0	0	0	24
43	Jefferson City	Jefferson City Memorial	38	13	6	5	0	0	0	0	0	62
44	Joplin	Joplin Regional	71	34	8	1	0	2	0	0	0	116
45	Kahoka	Kahoka Municipal	1	0	0	0	0	0	0	0	0	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	1	1	0	0	0	0	0	0	0	2
47	Kansas City	Charles B. Wheeler Downtown	184	100	45	2	0	0	0	0	0	331
48	Kennett	Kennett Memorial	18	3	0	0	0	0	0	0	0	21
49	Kirksville	Kirksville Regional	37	2	0	1	0	0	0	0	0	40
50	Lamar	Lamar Municipal	19	0	0	0	0	3	0	0	0	22
51	Lebanon	Floyd W Jones	37	8	4	0	0	0	0	0	0	49
52	Lee's Summit	Lee's Summit Municipal	153	19	4	1	0	0	0	0	0	177
53	Lexington	Lexington Municipal	7	2	0	0	0	1	0	0	1	10
54	Lincoln	Lincoln Municipal	5	0	0	0	0	0	0	0	0	5
55	Linn	Linn State Technical College Airport	3	0	0	2	0	0	0	0	0	5
56	Macon	Macon-Power Memorial	13	1	0	0	0	1	0	0	1	15
57	Malden	Malden Regional	10	0	0	0	0	0	0	0	0	10
58	Mansfield	Mansfield Municipal	6	0	0	0	0	0	0	0	0	6
59	Marble Hill	Twin City Airport	5	0	0	0	0	1	0	0	0	6
60	Marshall	Marshall Memorial Municipal	22	0	0	0	0	0	0	0	0	22
61	Maryville	Northwest Missouri Regional	13	4	0	0	0	0	0	0	0	17
62	Memphis	Memphis Memorial	9	0	0	0	0	0	0	0	0	9
63	Mexico	Mexico Memorial	29	3	0	0	0	0	0	0	0	32
64	Moberly	Omar N Bradley	13	3	0	1	0	0	0	0	0	17
65	Monett	Monett Municipal	15	4	8	0	0	0	0	0	0	27
66	Monroe City	Monroe City Regional	9	0	0	0	0	0	0	0	0	9
67	Montgomery City	Montgomery-Wehrman	7	0	0	0	0	0	0	0	0	7
68	Monticello	Lewis County Regional	8	0	0	0	0	0	0	0	0	8

Table 3-11
2007 Based General Aviation
Aircraft Fleet Mix, Continued

SASP Code	Associated City	Airport	2007 Projected Fleet Mix										2007 Total Based Aircraft	
			Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight						
69	Mosby	Clay County Regional	49	9	1	2	0	0					61	
70	Mount Vernon	Mount Vernon Municipal	7	1	0	0	0	0					8	
71	Mountain Grove	Mountain Grove Memorial	15	0	0	0	0	0					15	
72	Mountain View	Mountain View	10	3	2	0	0	0					15	
73	Neosho	Hugh Robinson Memorial	28	1	1	0	0	0					30	
74	Nevada	Nevada Municipal	10	0	0	0	0	2					12	
75	New Madrid	County Memorial	10	1	0	1	0	0					12	
76	Osage Beach	Grand Glaize	24	3	0	0	0	1					28	
77	Osceola	Osceola Municipal	6	1	0	0	0	0					7	
78	Ozark	Air Park South	17	0	0	0	0	0					17	
79	Perryville	Perryville Municipal	16	2	2	1	0	3					24	
80	Piedmont	Piedmont Municipal	8	0	0	0	0	0					8	
81	Point Lookout	M Graham Clark	48	14	1	0	0	0					63	
82	Poplar Bluff	Poplar Bluff Municipal	30	5	1	1	0	2					39	
83	Potosi	Washington County	4	1	0	0	0	0					5	
84	Princeton	Princeton-Kaufman Memorial	2	0	0	0	0	0					2	
85	Richland	Richland Municipal	2	0	0	0	0	1					3	
86	Rolla	Rolla Downtown	13	0	0	0	0	1					14	
87	Rolla/Vichy	Rolla National	42	12	1	0	0	0					55	
88	Saint Charles	Saint Charles	108	7	2	0	0	0					117	
89	Saint Charles	Saint Charles County Smartt	92	6	2	0	0	1					101	
90	Saint Clair	Saint Clair Regional	38	0	0	0	0	0					38	
91	Saint Joseph	Rosecrans Memorial	77	12	6	1	0	0					96	
92	Saint Louis	Creve Coeur	304	21	7	6	1	0					339	
93	Saint Louis	Spirit Of Saint Louis	242	38	129	28	0	0					437	
94	Salem	Salem Memorial	12	2	0	0	0	0					14	
95	Sedalia	Sedalia Memorial	23	1	0	0	0	0					24	
96	Shelbyville	Shelby County	0	0	0	0	0	0					0	
97	Sikeston	Sikeston Memorial Municipal	24	8	1	0	0	2					35	
98	Slater	Slater Memorial	0	0	0	0	0	1					1	
99	Springfield	Springfield-Branson Regional	87	27	10	0	0	0					124	
100	Steele	Steele Municipal	5	0	0	0	0	0					5	
101	Stockton	Stockton Municipal	8	0	0	0	0	0					8	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

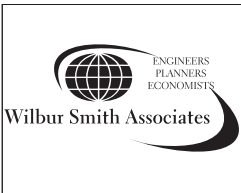


Table 3-11
2007 Based General Aviation
Aircraft Fleet Mix, Continued

2007 Projected Fleet Mix										
SASP Code	Associated City	Airport	Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight	2007 Total Based Aircraft	
102	Sullivan	Sullivan Regional	33	8	0	0	0	1	42	
103	Tarkio	Gould Peterson Municipal	10	0	0	0	0	0	10	
104	Thayer	Thayer Memorial	5	0	0	0	0	0	5	
105	Trenton	Trenton Municipal	7	0	0	0	0	1	8	
106	Unionville	Unionville Municipal	6	0	0	0	0	0	6	
107	Van Buren	Bollinger Grass Memorial	0	0	0	0	0	0	0	
108	Versailles	Roy Otten Memorial	27	0	0	0	0	1	28	
109	Warrensburg	CMSU Max B Swisher Skyhaven	41	5	1	0	3	0	50	
110	Warsaw	Warsaw Municipal	11	0	0	0	0	0	11	
111	Washington	Washington Memorial	31	6	0	0	0	0	37	
112	Waynesville	Waynesville (Regional Aprt At Forney Fld)	4	0	0	0	0	0	4	
113	West Plains	West Plains Municipal	30	4	1	0	2	1	38	
114	Willow Springs	Willow Springs Memorial	22	0	0	0	0	2	24	
		Statewide Total	3,259	499	271	64	7	51	4,151	

Source: Wilbur Smith Associates

Totals may not equal sum due to rounding

Table 3-12
2012 Based General Aviation
Aircraft Fleet Mix

2012 Projected Fleet Mix												
SASP Code	Associated City	Airport	Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight	2012 Total Based Aircraft			
1	Albany	Albany Municipal	9	0	0	0	0	0	0	0	9	
2	Aurora	Jerry Summers Sr. Aurora Municipal	31	1	0	0	0	0	0	0	32	
3	Ava	Ava Bill Martin Memorial	5	0	0	0	0	0	1	0	6	
4	Bethany	Bethany Memorial	7	0	0	0	0	0	0	0	7	
5	Bismarck	Bismarck Memorial	17	0	0	0	0	0	0	0	17	
6	Bolivar	Bolivar Municipal	50	6	2	0	0	0	0	0	58	
7	Boonville	Jesse Viertel Memorial	41	1	0	0	0	0	0	0	42	
8	Bowling Green	Bowling Green Municipal	9	1	0	0	0	0	0	0	10	
9	Brookfield/Marceline	North Central Missoun Regional	24	3	1	0	0	0	0	0	28	
10	Buffalo	Buffalo Municipal	16	1	0	0	0	0	0	0	17	
11	Butler	Butler Memorial	20	0	0	0	0	0	0	0	20	
12	Cabool	Cabool Memorial	15	2	0	2	0	1	0	0	20	
13	Camdenton	Camdenton Memorial	29	1	0	1	0	0	0	0	31	
14	Cameron	Cameron Memorial	33	0	0	0	0	0	3	0	36	
15	Campbell	Campbell Municipal	9	0	0	0	0	0	0	0	9	
16	Cape Girardeau	Cape Girardeau Regional	38	13	2	0	1	0	0	0	54	
17	Carrollton	Carrollton Memorial	3	1	0	0	0	0	0	0	4	
18	Caruthersville	Caruthersville Memorial	4	1	0	0	0	0	0	0	5	
19	Cassville	Cassville Municipal	14	0	0	0	0	0	0	0	14	
20	Charleston	Mississippi County	5	0	0	0	0	2	0	7	24	
21	Chillicothe	Chillicothe Municipal	17	3	0	1	0	3	0	27	24	
22	Clinton	Clinton Memorial	39	4	0	0	0	0	0	0	43	
23	Columbia	Columbia Regional	46	20	9	2	0	0	0	0	77	
24	Cuba	Cuba Municipal	23	2	0	0	0	0	0	0	25	
25	Dexter	Dexter Municipal	23	2	0	1	0	3	0	29	29	
26	Doniphan	Doniphan Municipal	4	2	0	1	0	0	0	7	7	
27	El Dorado Springs	El Dorado Springs Memorial	12	0	0	0	0	0	0	12	12	
28	Eldon	Eldon Model Airpark	34	3	2	0	0	2	0	41	41	
29	Excelsior Springs	Excelsior Springs Memorial	31	1	0	0	0	0	0	32	32	
30	Farmington	Farmington Regional	35	1	0	0	0	0	0	36	36	
31	Festus	Festus Memorial	40	6	0	0	0	0	0	46	46	
32	Fredericktown	Fredericktown Regional	27	0	0	0	0	2	0	29	29	
33	Fulton	Fulton Hensley Memorial	54	3	2	0	0	0	0	59	59	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-12
2012 Based General Aviation
Aircraft Fleet Mix, Continued

SASP		2012 Projected Fleet Mix											2012 Total Based				
Code	Associated City	Airport	Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight	Aircraft								
34	Gainesville	Gainesville Memorial	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
35	Gideon	Gideon Memorial	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
36	Grain Valley	East Kansas City	106	16	4	0	0	0	0	0	0	0	0	0	0	0	126
37	Hannibal	Hannibal Municipal	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
38	Harrisonville	Lawrence Smith Memorial	50	8	2	1	0	0	0	0	0	0	0	0	0	0	65
39	Hermann	Hermann Municipal	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
40	Higginsville	Higginsville Industrial Municipal	14	2	9	0	0	0	0	0	0	0	0	0	0	0	25
41	Homersville	Homersville Memorial	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
42	Houston	Houston Memorial	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
43	Jefferson City	Jefferson City Memorial	40	14	7	6	0	0	0	0	0	0	0	0	0	0	67
44	Joplin	Joplin Regional	76	37	8	1	0	0	0	0	0	0	0	0	0	0	124
45	Kahoka	Kahoka Municipal	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
47	Kansas City	Charles B. Wheeler Downtown	201	109	49	2	0	0	0	0	0	0	0	0	0	0	361
48	Kennett	Kennett Memorial	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
49	Kirksville	Kirksville Regional	38	2	0	1	0	0	0	0	0	0	0	0	0	0	41
50	Lamar	Lamar Municipal	20	0	0	0	0	0	0	0	0	0	0	0	0	0	23
51	Lebanon	Floyd W Jones	40	8	5	0	0	0	0	0	0	0	0	0	0	0	53
52	Lee's Summit	Lee's Summit Municipal	155	20	6	1	0	0	0	0	0	0	0	0	0	0	182
53	Lexington	Lexington Municipal	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
54	Lincoln	Lincoln Municipal	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
55	Linn	Linn State Technical College Airport	4	0	0	2	0	0	0	0	0	0	0	0	0	0	6
56	Macon	Macon-Fowler Memorial	14	1	0	0	0	0	0	0	0	0	0	0	0	0	16
57	Malden	Malden Regional	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
58	Mansfield	Mansfield Municipal	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
59	Marble Hill	Twin City Airport	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
60	Marshall	Marshall Memorial Municipal	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
61	Maryville	Northwest Missouri Regional	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
62	Memphis	Memphis Memorial	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
63	Mexico	Mexico Memorial	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
64	Moberly	Omar N Bradley	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
65	Monett	Monett Municipal	16	5	8	0	0	0	0	0	0	0	0	0	0	0	29
66	Monroe City	Monroe City Regional	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
67	Montgomery City	Montgomery-Wehrman	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
68	Monticello	Lewis County Regional	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Table 3-12
2012 Based General Aviation
Aircraft Fleet Mix, Continued

SASP Code	Associated City	Airport	2012 Projected Fleet Mix							2012 Total Based	
			Single-Engine	Multiengine	Jet	Helicopters	Glinters	Ultralight	Aircraft		
69	Mosby	Clay County Regional	52	10	2	2	0	0	66		
70	Mount Vernon	Mount Vernon Municipal	8	1	0	0	0	0	9		
71	Mountain Grove	Mountain Grove Memorial	15	0	0	0	0	0	15		
72	Mountain View	Mountain View	11	3	2	0	0	0	16		
73	Neosho	Hugh Robinson Memorial	30	1	1	0	0	0	32		
74	Nevada	Nevada Municipal	11	0	0	0	0	2	13		
75	New Madrid	County Memorial	11	1	0	1	0	0	13		
76	Osage Beach	Grand Glaize	25	4	0	0	0	1	30		
77	Osceola	Osceola Municipal	6	1	0	0	0	0	7		
78	Ozark	Air Park South	20	0	0	0	0	0	20		
79	Perryville	Perryville Municipal	17	2	2	1	0	3	25		
80	Piedmont	Piedmont Municipal	8	0	0	0	0	0	8		
81	Point Lookout	M Graham Clark	53	16	3	0	0	0	72		
82	Poplar Bluff	Poplar Bluff Municipal	31	6	1	1	0	2	41		
83	Potosi	Washington County	5	1	0	0	0	0	6		
84	Princeton	Princeton-Kaufman Memorial	2	0	0	0	0	0	2		
85	Richland	Richland Municipal	2	0	0	0	0	1	3		
86	Rolla	Rolla Downtown	14	0	0	0	0	1	15		
87	Rolla/Vichy	Rolla National	43	12	2	0	0	0	57		
88	Saint Charles	Saint Charles	116	7	4	0	0	0	127		
89	Saint Charles	Saint Charles County Smartt	99	6	4	0	0	1	110		
90	Saint Clair	Saint Clair Regional	40	0	0	0	0	0	40		
91	Saint Joseph	Rosecrans Memorial	80	12	7	1	0	0	100		
92	Saint Louis	Creve Coeur	308	21	12	6	1	0	348		
93	Saint Louis	Spirit Of Saint Louis	248	39	132	28	0	0	447		
94	Salem	Salem Memorial	12	2	0	0	0	0	14		
95	Sedalia	Sedalia Memorial	24	1	0	0	0	0	25		
96	Shelbyville	Shelby County	0	0	0	0	0	0	0		
97	Sikeston	Sikeston Memorial Municipal	24	9	1	0	0	2	36		
98	Slater	Slater Memorial	0	0	0	0	0	1	1		
99	Springfield	Springfield-Branson Regional	93	29	10	0	0	0	132		
100	Steele	Steele Municipal	5	0	0	0	0	0	5		
101	Stockton	Stockton Municipal	9	0	0	0	0	0	9		



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

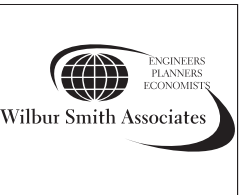


Table 3-12
2012 Based General Aviation
Aircraft Fleet Mix, Continued

SASP Code	Associated City	Airport	2012 Projected Fleet Mix							2012 Total Based	
			Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight	Aircraft		
102	Sullivan	Sullivan Regional	36	8	0	0	0	1	45		
103	Tarkio	Gould Peterson Municipal	11	0	0	0	0	0	11		
104	Thayer	Thayer Memorial	6	0	0	0	0	0	6		
105	Trenton	Trenton Municipal	7	0	0	0	0	1	8		
106	Unionville	Unionville Municipal	6	0	0	0	0	0	6		
107	Van Buren	Bollinger Crass Memorial	0	0	0	0	0	0	0		
108	Versailles	Roy Otten Memorial	29	0	0	0	0	1	30		
109	Warrensburg	CMSU Max B Swisher Skyhaven	42	6	2	0	3	0	53		
110	Warsaw	Warsaw Municipal	12	0	0	0	0	0	12		
111	Washington	Washington Memorial	35	6	0	0	0	0	41		
112	Waynesville	Waynesville (Regional Airt At Fomey, Eld)	4	0	0	0	0	0	4		
113	West Plains	West Plains Municipal	31	5	1	0	2	1	40		
114	Willow Springs	Willow Springs Memorial	23	0	0	0	0	2	25		
Statewide Total			3,417	531	305	66	8	53	4,380		

Source: Wilbur Smith Associates
Totals may not equal sum due to rounding

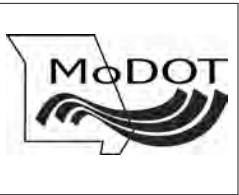
Table 3-13
2022 Based General Aviation
Aircraft Fleet Mix

2022 Projected Fleet Mix										
SASP Code	Associated City	Airport	Single-Engine	Multengine	Jet	Helicopters	Glinters	Ultralight	2022 Total Based Aircraft	
1	Albany	Albany Municipal	10	0	0	0	0	0	0	10
2	Aurora	Jerry Summers Sr. Aurora Municipal	34	1	0	0	0	0	0	35
3	Ava	Ava Bill Martin Memorial	5	0	0	0	0	1	0	6
4	Bethany	Bethany Memorial	8	0	0	0	0	0	0	8
5	Bismarck	Bismarck Memorial	20	0	0	0	0	0	0	20
6	Bolivar	Bolivar Municipal	55	7	3	0	0	0	0	65
7	Boonville	Jesse Viertel Memorial	45	1	0	0	0	0	0	46
8	Bowling Green	Bowling Green Municipal	10	1	0	0	0	0	0	11
9	Brookfield/Marceline	North Central Missouri Regional	25	6	2	2	0	0	0	35
10	Buffalo	Buffalo Municipal	19	1	0	0	0	0	0	20
11	Butler	Butler Memorial	21	0	0	0	0	0	0	21
12	Cabool	Cabool Memorial	17	2	0	2	0	1	0	22
13	Camdenton	Camdenton Memorial	34	1	0	1	0	0	0	36
14	Cameron	Cameron Memorial	36	0	0	0	0	4	0	40
15	Campbell	Campbell Municipal	10	0	0	0	0	0	0	10
16	Cape Girardeau	Cape Girardeau Regional	41	14	3	0	1	0	0	59
17	Carrollton	Carrollton Memorial	3	1	0	0	0	0	0	4
18	Caruthersville	Caruthersville Memorial	5	1	0	0	0	0	0	6
19	Cassville	Cassville Municipal	16	0	0	0	0	0	0	16
20	Charleston	Mississippi County	6	0	0	0	0	2	0	8
21	Chillicothe	Chillicothe Municipal	18	3	0	1	0	3	0	25
22	Clinton	Clinton Memorial	42	5	0	0	0	0	0	47
23	Columbia	Columbia Regional	52	22	10	3	0	0	0	87
24	Cuba	Cuba Municipal	26	2	0	0	0	0	0	28
25	Dexter	Dexter Municipal	24	2	0	1	0	4	0	31
26	Doniphan	Doniphan Municipal	4	2	0	1	0	0	0	7
27	El Dorado Springs	El Dorado Springs Memorial	13	0	0	0	0	0	0	13
28	Eldon	Eldon Model Airpark	36	4	2	0	0	2	0	44
29	Excelsior Springs	Excelsior Springs Memorial	35	1	0	0	0	0	0	36
30	Farmington	Farmington Regional	39	1	0	0	0	0	0	40
31	Festus	Festus Memorial	45	7	0	0	0	0	0	52
32	Fredericktown	Fredericktown Regional	29	0	0	0	0	2	0	31
33	Fulton	Elton Hensley Memorial	59	4	3	0	0	0	0	66



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

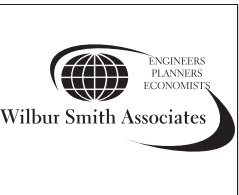


Table 3-13
2022 Based General Aviation
Aircraft Fleet Mix, Continued

2022 Projected Fleet Mix											
SASP Code	Associated City	Airport	Single-Engine	Multengine	Jet	Helicopters	Gliders	Ultralight	2022 Total Based		
34	Gainesville	Gainesville Memorial	4	0	0	0	0	0	0	4	
35	Gideon	Gideon Memorial	1	0	0	0	0	0	0	1	
36	Grain Valley	East Kansas City	108	17	7	0	0	0	0	132	
37	Hannibal	Hannibal Municipal	22	1	0	0	0	0	0	23	
38	Harrisonville	Lawrence Smith Memorial	57	10	4	1	0	4	0	76	
39	Hermann	Hermann Municipal	10	0	0	0	0	0	0	10	
40	Higginsville	Higginsville Industrial Municipal	16	2	10	0	0	0	0	28	
41	Hornersville	Hornersville Memorial	2	0	0	0	0	0	0	2	
42	Houston	Houston Memorial	26	2	0	0	0	0	0	28	
43	Jefferson City	Jefferson City Memorial	44	16	8	7	0	0	0	75	
44	Joplin	Joplin Regional	85	42	9	1	0	3	0	140	
45	Kahoka	Kahoka Municipal	1	0	0	0	0	0	0	1	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	1	1	0	0	0	0	0	2	
47	Kansas City	Charles B. Wheeler Downtown	234	127	57	3	0	0	0	421	
48	Kennett	Kennett Memorial	19	3	0	0	0	0	0	22	
49	Kirkville	Kirkville Regional	40	2	0	1	0	0	0	43	
50	Lamar	Lamar Municipal	21	0	0	0	0	4	0	25	
51	Lebanon	Floyd W Jones	46	9	5	0	0	0	0	60	
52	Lee's Summit	Lee's Summit Municipal	158	21	10	1	0	0	0	190	
53	Lexington	Lexington Municipal	8	3	0	0	0	1	0	12	
54	Lincoln	Lincoln Municipal	7	0	0	0	0	0	0	7	
55	Linn	Linn State Technical College Airport	4	0	0	2	0	0	0	6	
56	Macon	Macon-Power Memorial	15	1	0	0	0	1	0	17	
57	Malden	Malden Regional	11	0	0	0	0	0	0	11	
58	Mansfield	Mansfield Municipal	7	0	0	0	0	0	0	7	
59	Marble Hill	Twin City Airport	6	0	0	0	0	1	0	7	
60	Marshall	Marshall Memorial Municipal	23	0	0	0	0	0	0	23	
61	Maryville	Northwest Missouri Regional	15	4	0	0	0	0	0	19	
62	Memphis	Memphis Memorial	10	0	0	0	0	0	0	10	
63	Mexico	Mexico Memorial	31	3	0	0	0	0	0	34	
64	Moberly	Omar N Bradley	14	4	0	1	0	0	0	19	
65	Monett	Monett Municipal	19	5	9	0	0	0	0	33	
66	Monroe City	Monroe City Regional	10	0	0	0	0	0	0	10	
67	Montgomery City	Montgomery-Wehrman	8	0	0	0	0	0	0	8	
68	Monticello	Lewis County Regional	9	0	0	0	0	0	0	9	

Table 3-13
2022 Based General Aviation
Aircraft Fleet Mix, Continued

2022 Projected Fleet Mix										
SASP Code	Associated City	Airport	Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight	2022 Total Based Aircraft	
69	Mosby	Clay County Regional	59	11	4	3	0	0	77	
70	Mount Vernon	Mount Vernon Municipal	9	1	0	0	0	0	10	
71	Mountain Grove	Mountain Grove Memorial	17	0	0	0	0	0	17	
72	Mountain View	Mountain View	11	4	3	0	0	0	18	
73	Neosho	Hugh Robinson Memorial	36	1	1	0	0	0	38	
74	Nevada	Nevada Municipal	11	0	0	0	0	2	13	
75	New Madrid	County Memorial	11	1	0	1	0	0	13	
76	Osage Beach	Grand Glaize	30	4	0	0	0	1	35	
77	Osceola	Osceola Municipal	7	1	0	0	0	0	8	
78	Ozark	Air Park South	24	0	0	0	0	0	24	
79	Perryville	Perryville Municipal	19	2	2	1	0	4	28	
80	Piedmont	Piedmont Municipal	9	0	0	0	0	0	9	
81	Point Lookout	M Graham Clark	65	19	4	0	0	0	88	
82	Poplar Bluff	Poplar Bluff Municipal	34	6	1	1	0	2	44	
83	Potosi	Washington County	6	1	0	0	0	0	7	
84	Princeton	Princeton-Kauffman Memorial	2	0	0	0	0	0	2	
85	Richland	Richland Municipal	2	0	0	0	0	1	3	
86	Rolla	Rolla Downtown	16	0	0	0	0	1	17	
87	Rolla/Vichy	Rolla National	46	13	3	0	0	0	62	
88	Saint Charles	Saint Charles	133	8	7	0	0	0	148	
89	Saint Charles	Saint Charles County Smartt	115	7	6	0	0	1	129	
90	Saint Clair	Saint Clair Regional	46	0	0	0	0	0	46	
91	Saint Joseph	Rosecrans Memorial	88	13	7	1	0	0	109	
92	Saint Louis	Creve Coeur	316	22	18	7	1	0	364	
93	Saint Louis	Spirit Of Saint Louis	259	41	139	30	0	0	469	
94	Salem	Salem Memorial	14	2	0	0	0	0	16	
95	Sedalia	Sedalia Memorial	27	1	0	0	0	0	28	
96	Shelbyville	Shelby County	0	0	0	0	0	0	0	
97	Sikeston	Sikeston Memorial Municipal	27	10	1	0	0	2	40	
98	Slater	Slater Memorial	0	0	0	0	0	1	1	
99	Springfield	Springfield-Branson Regional	105	33	12	0	0	0	150	
100	Steele	Steele Municipal	6	0	0	0	0	0	6	
101	Stockton	Stockton Municipal	10	0	0	0	0	0	10	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

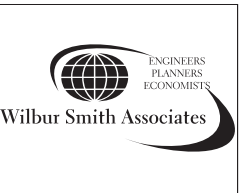


Table 3-13
2022 Based General Aviation
Aircraft Fleet Mix, Continued

SASP Code	Associated City	Airport	2022 Projected Fleet Mix							2022 Total Based	
			Single-Engine	Multiengine	Jet	Helicopters	Gliders	Ultralight	Aircraft		
102	Sullivan	Sullivan Regional	41	9	0	0	0	1	51		
103	Tarkio	Gould Peterson Municipal	11	0	0	0	0	0	11		
104	Thayer	Thayer Memorial	6	0	0	0	0	0	6		
105	Trenton	Trenton Municipal	8	0	0	0	0	1	9		
106	Unionville	Unionville Municipal	7	0	0	0	0	0	7		
107	Van Buren	Bollinger Crass Memorial	0	0	0	0	0	0	0		
108	Versailles	Roy Otten Memorial	33	0	0	0	0	1	34		
109	Warrensburg	CMSU Max B Swisher Skyhaven	45	6	3	0	4	0	58		
110	Warsaw	Warsaw Municipal	13	0	0	0	0	0	13		
111	Washington	Washington Memorial	41	7	0	0	0	0	48		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	4	0	0	0	0	0	4		
113	West Plains	West Plains Municipal	36	5	1	0	3	1	46		
114	Willow Springs	Willow Springs Memorial	26	0	0	0	0	3	29		
		Statewide Total	3,744	596	356	74	9	58	4,837		

Source: Wilbur Smith Associates
Totals may not equal sum due to rounding

General Aviation Operations Projections

The projections of operational demand at an airport are critical to determining the need for airside improvements. Total annual operations consist of several types of activities including air carrier, regional/commuter, air taxi, military, and general aviation. For those airports with more than 500 annual military operations in 2002, the military operations were subtracted from the total operational estimate for 2002 to arrive at a general aviation activity level. General aviation operations projections presented in this section represent total general aviation operational figures for each airport, with military activity removed from the total, however, air carrier and regional/commuter operations are included in the operation totals for Missouri airports since the focus of this study is on the general aviation needs in Missouri.

Below is a list of airports that have over 500 air carrier or regional/commuter operations:

- ❑ Cape Girardeau Regional: 2,082 regional/commuter operations
- ❑ Columbia Regional: 3,399 air carrier operations
- ❑ Joplin Regional: 4,430 air carrier operations
- ❑ Kirksville Regional: 2,500 air carrier operations
- ❑ Sedalia Memorial: 2,200 air carrier operations
- ❑ Springfield-Branson Regional: 6,974 air carrier operations
- ❑ Waynesville Regional: 1,556 regional/commuter operations

The commercial service operations are not projected separately as commercial service but are included in the general aviation operations projections for purposes of the System Plan.

To obtain operational data for the State Aviation System Plan, a request was made to each airport to provide historical activity data. Unless an airport has an air traffic control tower (ATCT), official operational counts are not available and estimates of the activity must be made. The following Missouri system airports are equipped with air traffic control towers (ATCTs):

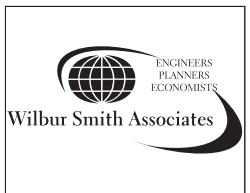
- ❑ Cape Girardeau (Cape Girardeau Regional)
- ❑ Columbia (Columbia Regional)
- ❑ Jefferson City (Jefferson City Memorial)
- ❑ Joplin (Joplin Regional)
- ❑ Kansas City (Charles B. Wheeler Downtown)
- ❑ Saint Joseph (Rosecrans Memorial)
- ❑ Saint Louis (Spirit of Saint Louis)
- ❑ Springfield (Springfield-Branson Regional)
- ❑ Waynesville (Waynesville Regional Airport at Forney Field)

General aviation activity for these system airports were derived from actual tower records. If airports were unable to provide their historic operations, the historic FAA 5010 Form operations were used. All operational data were provided from these forms except for one airport, North Central Missouri Regional Airport. This is a new facility and the numbers used for the operations projection were taken directly from the airport's master plan.

Two methodologies were tested to project general aviation operations to ensure a reasonable forecast. One methodology examines the historical compound average annual rate of growth in total operations at each airport and assigns future growth rates to each airport's existing general aviation operational level. This rate was assigned based on that airport's historical performance and anticipated national trends in general aviation activity. The second methodology examines the operations per based aircraft (OPBA) ratio for each airport and projects operations based on this ratio. These two methodologies are discussed in the following sections.

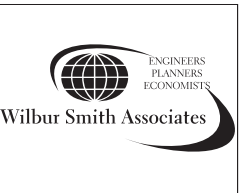


Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Growth Rate Methodology

The growth rate methodology examines the historical growth in general aviation operations experienced at each of the Missouri system airports. Compound average annual growth since 1998 was the primary tool in this projection methodology. **Table 3-14** presents the historical total annual operational data for each airport between 1998 and 2002. As previously mentioned in the Missouri trends section, operations data were provided by airport managers. If annual operations data were unavailable from the airport, historic FAA 5010 Forms or the FAA's Terminal Area Forecast data were used.

The FAA's projected growth in annual hours flown by general aviation aircraft was used to project annual general aviation operations at each of the Missouri system airports. In its most recent forecast, the FAA projected that the annual number of hours flown by general aviation aircraft would increase at a compound average annual rate of 1.52 percent. In order to project future growth, system airports were categorized into ranges based on their actual annual operational historic growth. Variations of the FAA's projected rate of growth in hours flown were applied to the ranges to develop individual operations projections for each of the system airports. For airports that experienced historic growth in annual operations from -0.50 percent or below, a compound average annual growth rate of 0.76 percent, or half the FAA's growth rate, was used to project future general aviation operations. Airports with a compound average annual growth rate between -0.49 and 3.00 percent were assigned the FAA's growth rate of 1.52 percent. Airports with a compound average annual growth rate between 3.01 and 10 percent were assigned a growth rate of 2.28 percent; this represents one and a half times the FAA's anticipated growth rate for annual hours flown. Finally, those airports with historic growth rates greater than 10.01 percent were assigned a growth rate of 3.04 percent, or double the FAA's projected rate of growth. North Central Missouri Regional Airport was assigned a different growth rate because it is a new airport and the master plan forecast shows a growth rate of 2.45 percent for future operations. The results of this analysis are presented in **Table 3-15**.

This methodology results in statewide general aviation operations growing from approximately 1,535,424 in 2002 to 2,087,000 in 2022. This overall growth represents a compound average annual growth rate of 1.45 percent.

Table 3-14
Historical General Aviation Operations

SASP Code	Associated City	Airport	Historic Annual Operations					2002	AAGR 4 years
			1998	1999	2000	2001	2002		
1	Albany	Albany Municipal	5,000	5,000	5,000	5,000	5,000	5,000	0.00%
2	Aurora	Jerry Sumners Sr. Aurora Municipal	8,500	8,500	7,500	7,350	8,500	8,500	0.00%
3	Ava	Ava Bill Martin Memorial	2,000	2,000	2,000	2,000	2,000	2,000	0.00%
4	Bethany	Bethany Memorial	2,000	2,500	2,500	2,500	2,500	2,500	5.74%
5	Bismarck	Bismarck Memorial	3,000	3,000	3,000	3,000	3,000	3,000	0.00%
6	Bolivar	Bolivar Municipal	14,000	17,000	17,000	17,000	20,000	20,000	9.33%
7	Boonville	Jesse Viertel Memorial	10,000	8,000	10,000	9,815	13,340	13,340	7.47%
8	Bowling Green	Bowling Green Municipal	3,600	3,600	3,600	3,600	6,533	6,533	16.07%
9	Brookfield/Marceline	North Central Missouri Regional 1/	0	0	0	0	0	0	0.00%
10	Buffalo	Buffalo Municipal	5,000	5,000	5,000	5,000	5,000	5,000	0.00%
11	Butler	Butler Memorial	5,800	5,800	5,800	5,708	6,420	6,420	2.57%
12	Cabool	Cabool Memorial	3,400	3,000	3,400	2,940	3,000	3,000	-3.08%
13	Camdenton	Camdenton Memorial	12,000	10,000	10,000	10,000	10,000	10,000	-4.46%
14	Cameron	Cameron Memorial	3,600	4,000	4,000	4,000	4,200	4,200	3.93%
15	Campbell	Campbell Municipal	5,000	5,000	5,000	5,000	7,280	7,280	9.85%
16	Cape Girardeau	Cape Girardeau Regional	19,589	19,589	28,839	28,144	26,761	26,761	8.11%
17	Carrollton	Carrollton Memorial	3,130	3,130	3,130	3,130	3,130	3,130	0.00%
18	Caruthersville	Caruthersville Memorial	7,000	9,000	9,000	9,000	9,000	9,000	6.48%
19	Cassville	Cassville Municipal	3,150	3,000	3,150	3,089	3,000	3,000	-1.21%
20	Charleston	Mississippi County	4,000	4,000	4,000	4,000	4,000	4,000	0.00%
21	Chillicothe	Chillicothe Municipal	8,200	10,000	5,500	5,390	3,854	3,854	-17.20%
22	Clinton	Clinton Memorial	7,700	7,700	7,700	7,700	13,590	13,590	15.26%
23	Columbia	Columbia Regional	36,731	40,365	40,847	32,261	36,374	36,374	-0.24%
24	Cuba	Cuba Municipal	1,650	1,650	1,650	1,650	1,650	1,650	0.00%
25	Dexter	Dexter Municipal	6,750	4,700	6,750	6,615	4,914	4,914	-7.63%
26	Doniphan	Doniphan Municipal	3,000	3,000	3,000	3,000	3,000	3,000	0.00%
27	El Dorado Springs	El Dorado Springs Memorial	3,600	3,600	3,600	3,600	3,600	3,600	0.00%
28	Eldon	Eldon Model Airpark	2,500	4,000	6,250	6,125	7,550	7,550	31.83%
29	Excelsior Springs	Excelsior Springs Memorial	8,020	8,020	8,020	8,020	8,000	8,000	-0.06%
30	Farmington	Farmington Regional	12,000	12,000	13,000	13,000	13,000	13,000	2.02%
31	Festus	Festus Memorial	9,500	9,500	9,500	9,500	9,500	9,500	0.00%
32	Fredericktown	Fredericktown Regional	5,200	5,200	5,200	5,104	3,000	3,000	-12.85%
33	Fulton	Elton Hensley Memorial	9,400	16,000	16,000	16,000	16,000	16,000	14.22%



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

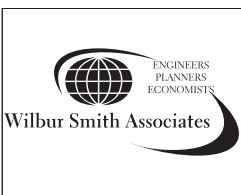


Table 3-14
Historical General Aviation Operations, Continued

SASP Code	Associated City	Airport	Historic Annual Operations								AACR 4 years
			1998	1999	2000	2001	2002	Operations	Operations	Operations	
34	Gainesville	Gainesville Memorial	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0.00%
35	Gideon	Gideon Memorial	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	0.00%
36	Grain Valley	East Kansas City	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	0.00%
37	Hannibal	Hannibal Municipal	5,200	2,200	2,200	2,200	2,200	2,200	2,200	4,700	-2.50%
38	Harrisonville	Lawrence Smith Memorial	10,940	11,000	11,000	13,150	15,550	15,550	15,550	15,550	9.19%
39	Hermann	Hermann Municipal	2,000	2,000	2,000	2,000	2,112	2,112	2,112	2,112	1.37%
40	Higginsville	Higginsville Industrial Municipal	2,450	2,500	2,500	2,450	2,400	2,400	2,400	2,400	-0.91%
41	Hornersville	Hornersville Memorial	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0.00%
42	Houston	Houston Memorial	7,000	5,000	6,999	4,900	7,000	7,000	7,000	7,000	0.00%
43	Jefferson City	Jefferson City Memorial	45,245	47,926	38,596	36,970	41,178	41,178	41,178	41,178	-2.33%
44	Joplin	Joplin Regional	38,354	40,316	38,362	36,436	44,461	44,461	44,461	44,461	3.76%
45	Kahoka	Kahoka Municipal	685	685	0	0	150	150	150	150	-31.59%
46	Kaisey/Lake Ozark	Lee C Fine Memorial	6,500	10,500	10,500	10,320	7,320	7,320	7,320	7,320	3.01%
47	Kansas City	Charles B. Wheeler Downtown	137,399	144,459	135,975	116,678	123,327	123,327	123,327	123,327	-2.67%
48	Kennett	Kennett Memorial	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	0.00%
49	Kirksville	Kirksville Regional	15,400	15,400	15,400	15,400	13,487	13,487	13,487	13,487	-3.26%
50	Lamar	Lamar Municipal	4,992	4,992	4,992	4,992	8,850	8,850	8,850	8,850	15.39%
51	Lebanon	Floyd W Jones	12,000	14,000	14,000	14,000	20,800	20,800	20,800	20,800	14.74%
52	Lee's Summit	Lee's Summit Municipal	90,500	90,500	90,500	90,500	102,300	102,300	102,300	102,300	3.11%
53	Lexington	Lexington Municipal	12,600	12,600	12,600	12,600	12,600	12,600	12,600	12,600	0.00%
54	Lincoln	Lincoln Municipal	2,600	2,600	2,600	2,600	2,775	2,775	2,775	2,775	1.64%
55	Linn	Linn State Technical College Airport	750	500	730	500	500	500	500	500	-9.64%
56	Macon	Macon-Fower Memorial	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	0.00%
57	Malden	Malden Regional	5,000	7,000	5,000	4,910	5,000	5,000	5,000	5,000	0.00%
58	Mansfield	Mansfield Municipal	1,200	1,200	1,382	1,382	2,350	2,350	2,350	2,350	18.30%
59	Marble Hill	Twin City Airport	1,600	1,600	1,600	1,600	1,560	1,560	1,560	1,560	-0.63%
60	Marshall	Marshall Memorial Municipal	7,596	5,020	5,018	5,139	5,133	5,133	5,133	5,133	-9.33%
61	Maryville	Northwest Missouri Regional	4,250	6,000	4,250	4,165	6,000	6,000	6,000	6,000	9.00%
62	Memphis	Memphis Memorial	3,980	3,980	4,000	4,000	3,980	3,980	3,980	3,980	0.00%
63	Mexico	Mexico Memorial	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	0.00%
64	Moberly	Omar N Bradley	3,750	5,000	3,750	3,680	5,000	5,000	5,000	5,000	7.46%
65	Monett	Monett Municipal	8,000	10,000	10,000	10,000	11,403	11,403	11,403	11,403	9.27%
66	Monroe City	Monroe City Regional	5,300	4,000	4,000	4,000	4,905	4,905	4,905	4,905	-1.92%
67	Montgomery City	Montgomery-Wehrman	3,520	3,520	3,520	3,520	3,520	3,520	3,520	3,520	0.00%
68	Monticello	Lewis County Regional	2,000	2,000	1,990	1,952	1,990	1,990	1,990	1,990	-0.13%

Table 3-14
Historical General Aviation Operations, Continued

SASP Code	Associated City	Airport	Historic Annual Operations					AAGR 4 years
			1998	1999	2000	2001	2002	
69	Mosby	Clay County Regional	25,000	25,000	25,000	25,000	25,000	0.00%
70	Mount Vernon	Mount Vernon Municipal	2,700	1,500	1,500	1,500	5,102	17.24%
71	Mountain Grove	Mountain Grove Memorial	8,500	8,500	8,500	8,500	8,500	0.00%
72	Mountain View	Mountain View	8,600	8,600	8,600	8,600	8,600	0.00%
73	Neosho	Hugh Robinson Memorial	6,000	7,500	5,875	3,727	2,625	-18.67%
74	Nevada	Nevada Municipal	3,500	3,500	3,500	3,500	4,478	6.35%
75	New Madrid	County Memorial	2,250	3,600	2,250	2,250	3,600	12.47%
76	Osage Beach	Grand Claize	10,000	10,000	10,000	80,000	8,000	-5.43%
77	Osceola	Osceola Municipal	500	500	500	500	500	0.00%
78	Ozark	Air Park South	2,024	2,024	3,400	3,400	3,400	13.85%
79	Perryville	Perryville Municipal	5,990	9,290	9,290	9,290	10,350	14.65%
80	Piedmont	Piedmont Municipal	2,000	2,000	2,000	2,000	2,000	0.00%
81	Point Lookout	M Graham Clark	37,300	37,300	37,300	37,300	37,300	0.00%
82	Poplar Bluff	Poplar Bluff Municipal	9,000	9,000	9,000	8,830	11,490	6.30%
83	Potosi	Washington County	2,000	2,000	2,000	2,000	2,914	9.87%
84	Princeton	Princeton-Kauffman Memorial	500	200	200	200	200	-20.47%
85	Richland	Richland Municipal	680	680	680	680	758	2.75%
86	Rolla	Rolla Downtown	3,000	3,000	2,000	2,000	2,000	-9.64%
87	Rolla/Vichy	Rolla National	12,700	16,250	13,000	15,930	15,160	4.53%
88	Saint Charles	Saint Charles	32,000	32,000	32,000	43,000	43,000	7.67%
89	Saint Charles	Saint Charles County Smartt	18,000	18,000	43,000	43,000	55,100	32.27%
90	Saint Clair	Saint Clair Regional	5,900	12,500	10,000	12,250	10,000	14.10%
91	Saint Joseph	Rosecrans Memorial	27,264	16,988	26,463	21,290	18,490	-9.25%
92	Saint Louis	Creve Coeur	18,000	33,000	33,000	33,000	33,000	16.36%
93	Saint Louis	Spirit Of Saint Louis	210,233	208,448	205,479	209,845	184,371	-3.23%
94	Salem	Salem Memorial	5,500	3,750	5,500	3,680	4,780	-3.45%
95	Sedalia	Sedalia Memorial	15,800	21,800	21,800	21,800	24,010	11.03%
96	Shelbyville	Shelby County	70	70	70	70	70	0.00%
97	Sikeston	Sikeston Memorial Municipal	9,400	9,400	9,400	9,400	9,400	0.00%
98	Slater	Slater Memorial	1,100	200	200	200	200	-34.70%
99	Springfield	Springfield-Branson Regional	100,209	112,895	102,939	91,430	84,519	-4.17%
100	Steele	Steele Municipal	2,400	2,400	2,400	2,400	2,650	2.51%
101	Stockton	Stockton Municipal	2,700	2,700	2,700	2,700	2,329	-3.63%



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-14
Historical General Aviation Operations, Continued

SASP Code	Associated City	Airport	Historic Annual Operations							
			1998	1999	2000	2001	2002	Operations	Operations	AAGR 4 years
102	Sullivan	Sullivan Regional	12,000	12,000	10,000	10,000	10,000	10,000	10,000	-4.46%
103	Tarkio	Gould Peterson Municipal	3,000	3,800	2,250	2,250	3,800	3,800	3,800	6.09%
104	Thayer	Thayer Memorial	2,600	2,600	2,600	2,600	2,600	2,600	2,600	0.00%
105	Trenton	Trenton Municipal	2,600	3,000	3,500	3,442	2,900	2,900	2,900	2.77%
106	Unionville	Unionville Municipal	1,700	1,700	1,700	1,700	1,700	1,700	1,700	0.00%
107	Van Buren	Bolinger Crass Memorial	1,012	1,040	1,040	1,040	1,040	1,040	1,040	0.68%
108	Versailles	Roy Otten Memorial	4,600	5,500	5,500	5,500	5,500	5,500	5,500	4.81%
109	Warrensburg	CMSU Max B Swisher Skyhaven	70,685	75,000	75,000	75,000	68,360	68,360	68,360	-0.83%
110	Warsaw	Warsaw Municipal	800	800	800	800	3,956	3,956	3,956	49.12%
111	Washington	Washington Memorial	24,000	24,000	25,000	25,000	26,648	26,648	26,648	2.65%
112	Waynesville	Waynesville (Regional Arpt Al Fomey Fld)	2,647	2,647	2,647	2,647	2,647	2,647	2,647	0.00%
113	West Plains	West Plains Municipal	13,850	13,850	13,850	13,850	22,000	22,000	22,000	12.26%
114	Willow Springs	Willow Springs Memorial	5,100	5,100	5,100	5,100	5,100	5,100	5,100	0.00%
		Statewide Total	1,475,445	1,544,184	1,546,133	1,581,686	1,572,444	1,572,444	1,572,444	1.60%

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates

Table 3-15
Operations Projection Growth Rate Methodology

SASP Code	Associated City	Airport	2002 GA Operations	CAAG 1998-2002	Applied Growth Rate	2007 Operations	2012 Operations	2022 Operations
1 Albany	Albany Municipal		5,000	0.00%	1.52%	5,400	5,800	6,500
2 Aurora	Jerry Sumners Sr. Aurora Municipal		8,500	0.00%	1.52%	9,100	9,800	11,100
3 Ava	Ava Bill Martin Memorial		2,000	0.00%	1.52%	2,200	2,300	2,600
4 Bethany	Bethany Memorial		2,500	5.74%	2.28%	2,800	3,100	3,600
5 Bismarck	Bismarck Memorial		3,000	0.00%	1.52%	3,200	3,500	3,900
6 Bolivar	Bolivar Municipal		20,000	9.33%	2.28%	22,300	24,600	29,100
7 Boonville	Jesse Viertel Memorial		13,340	7.47%	2.28%	14,900	16,400	19,400
8 Bowling Green	Bowling Green Municipal		6,533	16.07%	3.04%	7,500	8,500	10,500
9 Brookfield/Marceline	North Central Missouri Regional 1/		0	2.45%	2.45%	12,100	13,900	17,400
10 Buffalo	Buffalo Municipal		5,000	0.00%	1.52%	5,400	5,800	6,500
11 Butler	Butler Memorial		6,420	2.57%	1.52%	6,900	7,400	8,400
12 Cabool	Cabool Memorial		3,000	-3.08%	0.76%	3,100	3,200	3,500
13 Camdenton	Camdenton Memorial		10,000	-4.46%	0.76%	10,400	10,800	11,500
14 Cameron	Cameron Memorial		4,200	3.93%	2.28%	4,700	5,200	6,100
15 Campbell	Campbell Municipal		7,280	9.85%	2.28%	8,100	8,900	10,600
16 Cape Girardeau	Cape Girardeau Regional		26,761	8.11%	2.28%	29,800	32,900	39,000
17 Carrollton	Carrollton Memorial		3,130	0.00%	1.52%	3,400	3,600	4,100
18 Caruthersville	Caruthersville Memorial		9,000	6.48%	2.28%	10,000	11,100	13,100
19 Cassville	Cassville Municipal		3,000	-1.21%	0.76%	3,100	3,200	3,500
20 Charleston	Mississippi County		4,000	0.00%	1.52%	4,300	4,600	5,200
21 Chillicothe	Chillicothe Municipal		3,854	-17.20%	0.76%	4,000	4,100	4,400
22 Clinton	Clinton Memorial		13,590	15.26%	3.04%	15,700	17,700	21,900
23 Columbia	Columbia Regional		36,374	-0.24%	1.52%	39,100	41,900	47,400
24 Cuba	Cuba Municipal		1,650	0.00%	1.52%	1,800	1,900	2,200
25 Dexter	Dexter Municipal		4,914	-7.63%	0.76%	5,100	5,300	5,700
26 Doniphan	Doniphan Municipal		3,000	0.00%	1.52%	3,200	3,500	3,900
27 El Dorado Springs	El Dorado Springs Memorial		3,600	0.00%	1.52%	3,900	4,100	4,700
28 Eldon	Eldon Model Airpark		7,550	31.83%	3.04%	8,700	9,800	12,100
29 Excelsior Springs	Excelsior Springs Memorial		8,000	-0.06%	1.52%	8,600	9,200	10,400
30 Farmington	Farmington Regional		13,000	2.02%	1.52%	14,000	15,000	17,000
31 Festus	Festus Memorial		9,500	0.00%	1.52%	10,200	10,900	12,400
32 Fredericktown	Fredericktown Regional		3,000	-12.85%	0.76%	3,100	3,200	3,500
33 Fulton	Elton Hensley Memorial		16,000	14.22%	3.04%	18,400	20,900	25,700



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

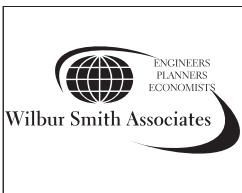


Table 3-15
Operations Projection Growth Rate Methodology, Continued

SASP Code	Associated City	Airport	2002 GA Operations	CAAC 1998-2002	Applied Growth Rate	2007 Operations	2012 Operations	2022 Operations
34	Gainesville	Gainesville Memorial	1,000	0.00%	1.52%	1,100	1,200	1,300
35	Gideon	Gideon Memorial	2,200	0.00%	1.52%	2,400	2,500	2,900
36	Grain Valley	East Kansas City	25,000	0.00%	1.52%	26,900	28,800	32,600
37	Hannibal	Hannibal Municipal	4,700	-2.50%	0.76%	4,900	5,100	5,400
38	Harrisonville	Lawrence Smith Memorial	15,550	9.19%	2.28%	17,300	19,100	22,600
39	Hermann	Hermann Municipal	2,112	1.37%	1.52%	2,300	2,400	2,800
40	Higginsville	Higginsville Industrial Municipal	2,400	-0.51%	0.76%	2,500	2,600	2,800
41	Homersville	Homersville Memorial	2,000	0.00%	1.52%	2,200	2,300	2,600
42	Houston	Houston Memorial	7,000	0.00%	1.52%	7,500	8,100	9,100
43	Jefferson City	Jefferson City Memorial	41,178	-2.33%	0.76%	42,700	44,300	47,400
44	Joplin	Joplin Regional	44,461	3.76%	2.28%	49,500	54,600	64,700
45	Kahoka	Kahoka Municipal	150	-31.59%	0.76%	200	200	200
46	Kaiser/Lake Ozark	Lee C Fine Memorial	7,320	3.01%	2.28%	8,200	9,000	10,700
47	Kansas City	Charles B. Wheeler Downtown	123,327	-2.67%	0.76%	128,000	132,700	142,100
48	Kennett	Kennett Memorial	15,000	0.00%	1.52%	16,100	17,300	19,600
49	Kirkville	Kirkville Regional	13,487	-3.26%	0.76%	14,000	14,500	15,500
50	Lamar	Lamar Municipal	8,850	15.39%	3.04%	10,200	11,500	14,200
51	Lebanon	Floyd W Jones	20,800	14.74%	3.04%	24,000	27,100	33,400
52	Lee's Summit	Lee's Summit Municipal	102,300	3.11%	2.28%	114,000	125,600	148,900
53	Lexington	Lexington Municipal	12,600	0.00%	1.52%	13,600	14,500	16,400
54	Lincoln	Lincoln Municipal	2,775	1.64%	1.52%	3,000	3,200	3,600
55	Linn	Linn State Technical College Airport	500	-9.64%	0.76%	500	500	600
56	Macon	Macon-Power Memorial	8,000	0.00%	1.52%	8,600	9,200	10,400
57	Malden	Malden Regional	5,000	0.00%	1.52%	5,400	5,800	6,500
58	Mansfield	Mansfield Municipal	2,350	18.30%	3.04%	2,700	3,100	3,800
59	Marble Hill	Twin City Airport	1,560	-0.63%	0.76%	1,600	1,700	1,800
60	Marshall	Marshall Memorial Municipal	5,133	-9.33%	0.76%	5,300	5,500	5,900
61	Maryville	Northwest Missouri Regional	6,000	9.00%	2.28%	6,700	7,400	8,700
62	Memphis	Memphis Memorial	3,980	0.00%	1.52%	4,300	4,600	5,200
63	Mexico	Mexico Memorial	12,000	0.00%	1.52%	12,900	13,800	15,600
64	Moberly	Omar N Bradley	5,000	7.46%	2.28%	5,600	6,100	7,300
65	Monett	Monett Municipal	11,403	9.27%	2.28%	12,700	14,000	16,600
66	Monroe City	Monroe City Regional	4,905	-1.92%	0.76%	5,100	5,300	5,700
67	Montgomery City	Montgomery-Wehrman	3,520	0.00%	1.52%	3,800	4,100	4,600
68	Monticello	Lewis County Regional	1,990	-0.13%	1.52%	2,100	2,300	2,600

Table 3-15
Operations Projection Growth Rate Methodology, Continued

SASP Code	Associated City	Airport	2002 CA Operations	CAAG 1998-2002	Applied Growth Rate	2007 Operations	2012 Operations	2022 Operations
69	Mosby	Clay County Regional	25,000	0.00%	1.52%	27,000	28,400	32,000
70	Mount Vernon	Mount Vernon Municipal	5,102	17.24%	3.04%	5,900	6,700	8,200
71	Mountain Grove	Mountain Grove Memorial	8,500	0.00%	1.52%	9,100	9,800	11,100
72	Mountain View	Mountain View	8,600	0.00%	1.52%	9,300	9,900	11,200
73	Neosho	Hugh Robinson Memorial	2,625	-18.67%	0.76%	2,700	2,800	3,000
74	Nevada	Nevada Municipal	4,478	6.35%	2.28%	5,000	5,500	6,500
75	New Madrid	County Memorial	3,600	12.47%	3.04%	4,100	4,700	5,800
76	Osage Beach	Grand Glaize	8,000	-5.43%	0.76%	8,300	8,600	9,200
77	Osceola	Osceola Municipal	500	0.00%	1.52%	500	600	700
78	Ozark	Air Park South	3,400	13.85%	3.04%	3,900	4,400	5,500
79	Perryville	Perryville Municipal	10,350	14.65%	3.04%	11,900	13,500	16,600
80	Piedmont	Piedmont Municipal	2,000	0.00%	1.52%	2,200	2,300	2,600
81	Point Lookout	M Graham Clark	37,300	0.00%	1.52%	40,100	43,000	48,600
82	Poplar Bluff	Poplar Bluff Municipal	11,490	6.30%	2.28%	12,800	14,100	16,700
83	Potosi	Washington County	2,914	9.87%	2.28%	3,200	3,600	4,200
84	Princeton	Princeton-Kauffman Memorial	200	-20.47%	0.76%	200	200	200
85	Richland	Richland Municipal	758	2.75%	1.52%	800	900	1,000
86	Rolla	Rolla Downtown	2,000	-9.64%	0.76%	2,100	2,200	2,300
87	Rolla/Vichy	Rolla National	15,160	4.53%	2.28%	16,900	18,600	22,100
88	Saint Charles	Saint Charles	43,000	7.67%	2.28%	47,900	52,800	62,600
89	Saint Charles	Saint Charles County Smartt	55,100	32.27%	3.04%	63,500	71,900	88,600
90	Saint Clair	Saint Clair Regional	10,000	14.10%	3.04%	11,500	13,000	16,100
91	Saint Joseph	Rosecrans Memorial	18,490	-9.25%	0.76%	19,200	19,900	21,300
92	Saint Louis	Creve Coeur	33,000	16.36%	3.04%	38,000	43,000	53,100
93	Saint Louis	Spirit Of Saint Louis	184,371	-3.23%	0.76%	191,400	198,400	212,400
94	Salem	Salem Memorial	4,780	-3.45%	0.76%	5,000	5,100	5,500
95	Sedalia	Sedalia Memorial	24,010	11.03%	3.04%	27,700	31,300	38,600
96	Shelbyville	Shelby County	70	0.00%	1.52%	100	100	100
97	Sikeston	Sikeston Memorial Municipal	9,400	0.00%	1.52%	10,100	10,800	12,300
98	Slater	Slater Memorial	200	-34.70%	0.76%	200	200	200
99	Springfield	Springfield-Branson Regional	84,519	-4.17%	0.76%	87,700	90,900	97,400
100	Steele	Steele Municipal	2,650	2.51%	1.52%	2,900	3,100	3,500
101	Stockton	Stockton Municipal	2,329	-3.63%	0.76%	2,400	2,500	2,700



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-15
Operations Projection Growth Rate Methodology, Continued

SASP Code	Associated City	Airport	2002 CA Operations	CAAG 1998-2002	Applied Growth Rate	2007 Operations	2012 Operations	2022 Operations
102	Sullivan	Sullivan Regional	10,000	-4.46%	0.76%	10,400	10,800	11,500
103	Tarkio	Gould Peterson Municipal	3,800	6.09%	2.28%	4,200	4,700	5,500
104	Thayer	Thayer Memorial	2,600	0.00%	1.52%	2,800	3,000	3,400
105	Trenton	Trenton Municipal	2,900	2.77%	1.52%	3,100	3,300	3,800
106	Unionville	Unionville Municipal	1,700	0.00%	1.52%	1,800	2,000	2,200
107	Van Buren	Bollinger Crass Memorial	1,040	0.68%	1.52%	1,100	1,200	1,400
108	Versailles	Roy Otten Memorial	5,550	4.81%	2.28%	6,200	6,800	8,100
109	Warrensburg	CMSU Max B Swisher Skyhaven	68,360	-0.83%	0.76%	71,000	73,600	78,800
110	Warsaw	Warsaw Municipal	3,956	49.12%	3.04%	4,600	5,200	6,400
111	Washington	Washington Memorial	26,648	2.65%	1.52%	28,700	30,700	34,700
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	2,647	0.00%	1.52%	2,800	3,000	3,500
113	West Plains	West Plains Municipal	22,000	12.26%	1.52%	23,700	25,300	28,700
114	Willow Springs	Willow Springs Memorial	5,100	0.00%	1.52%	5,500	5,900	6,700
		Statewide Total	1,572,444			1,711,600	1,840,500	2,098,100

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates
Totals may not equal sum due to rounding

Operations Per Based Aircraft (OPBA) Methodology

The OPBA methodology uses each airport's projected number of based aircraft and multiplies that number by an appropriate OPBA ratio to yield projected total annual general aviation aircraft operations for each airport. The OPBA ratio represents all general aviation operations, not just those conducted by the based aircraft. Each airport's 2002 OPBA ratio was used to develop these projections. The preferred based aircraft projections previously presented were used as part of this projection technique. **Table 3-16** presents the results of this methodology. As shown, this methodology produces a 2022 projection of 1,960,000 general aviation operations; the statewide 2002 general aviation operations were 1,563,944. Using the OPBA methodology, statewide annual general aviation operations are projected to grow at an average annual rate of 1.14 percent over the 20-year planning period.

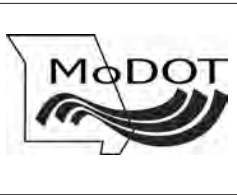
Preferred General Aviation Operations Projection

The results from the two methodologies were compared for each airport and to the State's 1998 to 2002 compound average annual growth rate of 1.84 percent. Based on the review of the two methodologies, the growth rate methodology was selected as the preferred general aviation operations projection. The compound average annual growth rate of 1.45 percent most closely parallels the 1.52 percent of FAA projected general aviation hours flown.



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

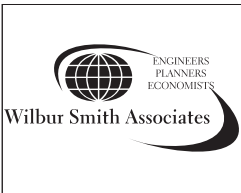


Table 3-16
Operations Projection-OPBA Methodology

SASP Code	Associated City	Airport	Based Aircraft	2002 Operations	2002 OPBA	2007 Operations	2012 Operations	2022 Operations
1	Albany	Albany Municipal	9	5,000	556	5,100	5,300	5,500
2	Aurora	Jerry Sumners Sr. Aurora Municipal	29	8,500	293	8,900	9,400	10,200
3	Ava	Ava Bill Martin Memorial	5	2,000	400	2,100	2,200	2,400
4	Bethany	Bethany Memorial	7	2,500	357	2,600	2,600	2,800
5	Bismarck	Bismarck Memorial	15	3,000	200	3,200	3,500	3,900
6	Bolivar	Bolivar Municipal	50	20,000	400	21,500	23,000	26,000
7	Boonville	Jesse Viertel Memorial	38	13,340	351	14,000	14,700	16,000
8	Bowling Green	Bowling Green Municipal	9	6,533	726	6,900	7,200	7,800
9	Brookfield/Marceline	North Central Missouri Regional	0	0	0	12,100	13,900	17,400
10	Buffalo	Buffalo Municipal	15	5,000	333	5,400	5,800	6,500
11	Butler	Butler Memorial	19	6,420	338	6,600	6,700	7,100
12	Cabool	Cabool Memorial	18	3,000	167	3,200	3,300	3,600
13	Camdenton	Camdenton Memorial	26	10,000	385	11,000	12,000	14,000
14	Cameron	Cameron Memorial	33	4,200	127	4,400	4,600	5,000
15	Campbell	Campbell Municipal	9	7,280	809	7,500	7,600	8,000
16	Cape Girardeau	Cape Girardeau Regional	49	26,761	546	28,100	29,400	32,100
17	Carrollton	Carrollton Memorial	4	3,130	783	3,200	3,300	3,400
18	Canuthersville	Canuthersville Memorial	5	9,000	1,800	9,200	9,500	9,900
19	Cassville	Cassville Municipal	12	3,000	250	3,200	3,500	3,900
20	Charleston	Mississippi County	7	4,000	571	4,100	4,200	4,400
21	Chillicothe	Chillicothe Municipal	23	3,854	168	4,000	4,000	4,200
22	Clinton	Clinton Memorial	39	13,590	348	14,300	14,900	16,300
23	Columbia	Columbia Regional	67	36,374	543	39,100	41,800	47,300
24	Cuba	Cuba Municipal	23	1,650	72	1,700	1,800	2,000
25	Dexter	Dexter Municipal	26	4,914	189	5,200	5,400	5,900
26	Doniphan	Doniphan Municipal	6	3,000	500	3,200	3,300	3,600
27	El Dorado Springs	El Dorado Springs Memorial	11	3,600	327	3,800	4,000	4,300
28	Eldon	Eldon Model Airpark	37	7,550	204	7,900	8,300	9,100
29	Excelsior Springs	Excelsior Springs Memorial	28	8,000	286	8,600	9,200	10,400
30	Farmington	Farmington Regional	31	13,000	419	14,000	15,000	16,900
31	Festus	Festus Memorial	40	9,500	238	10,200	10,900	12,400
32	Fredericktown	Fredericktown Regional	26	3,000	115	3,200	3,300	3,600
33	Fulton	Elton Hensley Memorial	51	16,000	314	17,200	18,400	20,800

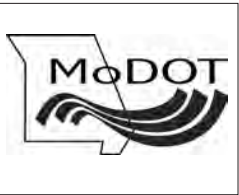
Table 3-16
Operations Projection-OPBA Methodology, Continued

SASP Code	Associated City	Airport	Based Aircraft	2002 Operations	2002 OPBA	2007 Operations	2012 Operations	2022 Operations
34	Gainesville	Gainesville Memorial	3	1,000	333	1,100	1,100	1,200
35	Gideon	Gideon Memorial	1	2,200	2,200	2,300	2,300	2,400
36	Grain Valley	East Kansas City	120	25,000	208	25,600	26,300	27,500
37	Hannibal	Hannibal Municipal	21	4,700	224	4,800	4,900	5,200
38	Harrisonville	Lawrence Smith Memorial	54	15,550	288	17,100	18,700	21,800
39	Hermann	Hermann Municipal	8	2,112	264	2,200	2,300	2,500
40	Higginsville	Higginsville Industrial Municipal	23	2,400	104	2,500	2,600	2,900
41	Homersville	Homersville Memorial	2	2,000	1,000	2,100	2,100	2,200
42	Houston	Houston Memorial	23	7,000	304	7,400	7,700	8,400
43	Jefferson City	Jefferson City Memorial	58	41,178	710	44,300	47,400	53,500
44	Joplin	Joplin Regional	108	44,461	412	47,800	51,100	57,800
45	Kahoka	Kahoka Municipal	1	150	150	200	200	200
46	Kaiser/Lake Ozark	Lee C Fine Memorial	2	7,320	3,660	7,700	8,100	8,800
47	Kansas City	Charles B. Wheeler Downtown	301	123,327	410	135,700	148,000	172,700
48	Kennett	Kennett Memorial	20	15,000	750	15,400	15,800	16,500
49	Kirksville	Kirksville Regional	39	13,487	346	13,800	14,200	14,800
50	Lamar	Lamar Municipal	21	8,850	421	9,300	9,700	10,600
51	Lebanon	Floyd W Jones	46	20,800	452	22,400	23,900	27,000
52	Lee's Summit	Lee's Summit Municipal	173	102,300	591	104,900	107,400	112,500
53	Lexington	Lexington Municipal	9	12,600	1,400	13,500	14,500	16,400
54	Lincoln	Lincoln Municipal	5	2,775	585	3,000	3,200	3,600
55	Linn	Linn State Technical College Airport	5	500	100	500	600	600
56	Macon	Macon-Power Memorial	15	8,000	533	8,200	8,400	8,800
57	Malden	Malden Regional	10	5,000	500	5,100	5,300	5,500
58	Mansfield	Mansfield Municipal	6	2,350	392	2,500	2,600	2,800
59	Marble Hill	Twin City Airport	6	1,560	260	1,600	1,700	1,900
60	Marshall	Marshall Memorial Municipal	21	5,133	244	5,300	5,400	5,600
61	Maryville	Northwest Missouri Regional	17	6,000	353	6,200	6,300	6,600
62	Memphis	Memphis Memorial	9	3,980	442	4,100	4,200	4,400
63	Mexico	Mexico Memorial	31	12,000	387	12,300	12,600	13,200
64	Moberly	Omar N Bradley	16	5,000	313	5,300	5,500	6,000
65	Monett	Monett Municipal	25	11,403	456	12,300	13,100	14,800
66	Monroe City	Monroe City Regional	9	4,905	545	5,000	5,200	5,400
67	Montgomery City	Montgomery-Wehrman	7	3,520	503	3,700	3,900	4,200
68	Monticello	Lewis County Regional	8	1,990	249	2,000	2,100	2,200



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-16
Operations Projection-OPBA Methodology, Continued

SASP Code	Associated City	Airport	Based Aircraft	2002 Operations	2002 OPBA	2007 Operations	2012 Operations	2022 Operations
69	Mosby	Clay County Regional	55	25,000	455	42,900	48,900	59,700
70	Mount Vernon	Mount Vernon Municipal	8	5,102	638	5,400	5,600	6,100
71	Mountain Grove	Mountain Grove Memorial	14	8,500	607	8,900	9,400	10,200
72	Mountain View	Mountain View	14	8,600	614	9,200	9,900	11,200
73	Neosho	Hugh Robinson Memorial	27	2,625	97	2,900	3,200	3,700
74	Nevada	Nevada Municipal	12	4,478	373	4,600	4,700	4,900
75	New Madrid	County Memorial	12	3,600	300	3,700	3,800	4,000
76	Osage Beach	Grand Glaize	25	8,000	320	8,800	9,600	11,200
77	Osceola	Osceola Municipal	7	500	71	500	500	600
78	Ozark	Air Park South	15	3,400	227	3,900	4,400	5,400
79	Perryville	Perryville Municipal	23	10,350	450	10,900	11,400	12,400
80	Piedmont	Piedmont Municipal	7	2,000	286	2,200	2,300	2,600
81	Point Lookout	M Graham Clark	55	37,300	678	42,900	48,500	59,700
82	Poplar Bluff	Poplar Bluff Municipal	37	11,490	311	12,100	12,600	13,800
83	Potosi	Washington County	5	2,914	583	3,100	3,400	3,800
84	Princeton	Princeton-Kauffman Memorial	2	200	100	200	200	200
85	Richland	Richland Municipal	3	758	253	800	800	800
86	Rolla	Rolla Downtown	13	2,000	154	2,200	2,300	2,600
87	Rolla/Vichy	Rolla National	52	15,160	292	15,900	16,700	18,200
88	Saint Charles	Saint Charles	106	43,000	406	47,300	51,600	60,200
89	Saint Charles	Saint Charles County Smartt	92	55,100	599	60,600	66,100	77,100
90	Saint Clair	Saint Clair Regional	35	10,000	286	10,800	11,500	13,000
91	Saint Joseph	Rosecrans Memorial	91	18,490	203	19,400	20,300	22,200
92	Saint Louis	Creve Coeur	331	33,000	100	33,800	34,700	36,300
93	Saint Louis	Spirit Of Saint Louis	426	184,371	433	189,000	193,600	202,800
94	Salem	Salem Memorial	13	4,780	368	5,000	5,300	5,700
95	Sedalia	Sedalia Memorial	23	24,010	1,044	25,200	26,400	28,800
96	Shelbyville	Shelby County	0	70	0	0	0	0
97	Sikeston	Sikeston Memorial Municipal	33	9,400	285	9,900	10,300	11,300
98	Slater	Slater Memorial	1	200	200	200	200	200
99	Springfield	Springfield-Branson Regional	115	84,519	735	90,900	97,200	109,900
100	Steele	Steele Municipal	5	2,650	530	2,700	2,800	2,900
101	Stockton	Stockton Municipal	8	2,329	291	2,400	2,600	2,800

Table 3-16
Operations Projection-OPBA Methodology, Continued

SASP Code	Associated City	Airport	Based Aircraft	2002 Operations	2002 OPBA	2007 Operations	2012 Operations	2022 Operations
102	Sullivan	Sullivan Regional	39	10,000	256	10,800	11,500	13,000
103	Tarkio	Gould Peterson Municipal	10	3,800	380	3,900	4,000	4,200
104	Thayer	Thayer Memorial	5	2,600	520	2,700	2,900	3,100
105	Trenton	Trenton Municipal	8	2,900	363	3,000	3,000	3,200
106	Unionville	Unionville Municipal	6	1,700	283	1,700	1,800	1,900
107	Van Buren	Bollinger Crass Memorial	0	1,040	0	0	0	0
108	Versailles	Roy Otten Memorial	26	5,550	213	6,000	6,400	7,200
109	Warrensburg	CMSU Max B Swisher Skyhaven	48	68,360	1,424	71,800	75,200	82,000
110	Warsaw	Warsaw Municipal	10	3,956	396	4,300	4,500	5,100
111	Washington	Washington Memorial	34	26,648	784	29,300	32,000	37,300
112	Waynesville	Waynesville (Regional Arprt At Forney Fld)	4	2,647	662	2,700	2,800	2,900
113	West Plains	West Plains Municipal	35	22,000	629	23,700	25,300	28,600
114	Willow Springs	Willow Springs Memorial	22	5,100	232	5,500	5,900	6,600
		Statewide Total	3,902	1,572,444		1,695,600	1,796,100	1,996,600

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates
Totals may not equal sum due to rounding

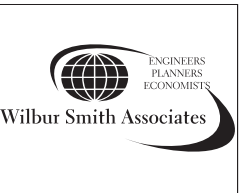


Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Local/Itinerant General Aviation Operations

The split between local and itinerant operations was projected for each of the Missouri system airports. The FAA defines local operations as operations performed by aircraft that:

- ❑ Operate in the local traffic pattern or within sight of an airport
- ❑ Are known to be departing for or arriving from flight in local practice areas located within a 20-mile radius of the airport
- ❑ Are executing simulated instrument approaches in low pass at an airport

Itinerant operations are all other operations. **Table 3-17** presents the existing (2002) local/itinerant splits for the Missouri system airports. Accurate historical splits were not available for most of the non-towered airports, therefore no historic trends were available to analyze. The existing local/itinerant split for each airport was held constant throughout the planning period. Projected local and itinerant operations for 2007, 2012 and 2022 are presented in **Tables 3-18** through **3-20**.

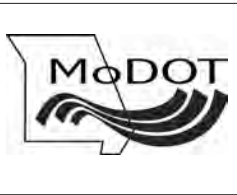
Table 3-17
2002 Local and Itinerant GA Operations

SASP Code	Associated City	Airport	Local			2002 Operations			Itinerant			Total GA	
			Percent	Operations	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Operations	Operations
1	Albany	Albany Municipal	69%	3,460	3,460	31%	1,540	31%	1,540	31%	1,540	5,000	5,000
2	Aurora	Jerry Sumners Sr. Aurora Municipal	68%	5,800	5,800	32%	2,700	32%	2,700	32%	2,700	8,500	8,500
3	Ava	Ava Bill Martin Memorial	29%	577	577	71%	1,423	71%	1,423	71%	1,423	2,000	2,000
4	Bethany	Bethany Memorial	76%	1,900	1,900	24%	600	24%	600	24%	600	2,500	2,500
5	Bismarck	Bismarck Memorial	30%	910	910	70%	2,090	70%	2,090	70%	2,090	3,000	3,000
6	Bolivar	Bolivar Municipal	50%	10,000	10,000	50%	10,000	50%	10,000	50%	10,000	20,000	20,000
7	Boonville	Jesse Vierel Memorial	45%	6,065	6,065	55%	7,275	55%	7,275	55%	7,275	13,340	13,340
8	Bowling Green	Bowling Green Municipal	94%	6,128	6,128	6%	405	6%	405	6%	405	6,533	6,533
9	Brookfield/Marceline	North Central Missouri Regional	60%	0	0	40%	0	40%	0	40%	0	0	0
10	Buffalo	Buffalo Municipal	48%	2,400	2,400	52%	2,600	52%	2,600	52%	2,600	5,000	5,000
11	Butler	Butler Memorial	37%	2,400	2,400	63%	4,020	63%	4,020	63%	4,020	6,420	6,420
12	Cabool	Cabool Memorial	17%	500	500	83%	2,500	83%	2,500	83%	2,500	3,000	3,000
13	Camdenton	Camdenton Memorial	10%	996	996	90%	9,004	90%	9,004	90%	9,004	10,000	10,000
14	Cameron	Cameron Memorial	42%	1,780	1,780	58%	2,420	58%	2,420	58%	2,420	4,200	4,200
15	Campbell	Campbell Municipal	81%	5,880	5,880	19%	1,400	19%	1,400	19%	1,400	7,280	7,280
16	Cape Girardeau	Cape Girardeau Regional	30%	8,148	8,148	70%	18,613	70%	18,613	70%	18,613	26,761	26,761
17	Carrollton	Carrollton Memorial	16%	500	500	84%	2,630	84%	2,630	84%	2,630	3,130	3,130
18	Cantharsville	Cantharsville Memorial	29%	2,640	2,640	71%	6,360	71%	6,360	71%	6,360	9,000	9,000
19	Cassville	Cassville Municipal	19%	580	580	81%	2,420	81%	2,420	81%	2,420	3,000	3,000
20	Charlestown	Mississippi County	59%	2,340	2,340	42%	1,660	42%	1,660	42%	1,660	4,000	4,000
21	Chillicothe	Chillicothe Municipal	93%	3,600	3,600	7%	254	7%	254	7%	254	3,854	3,854
22	Clinton	Clinton Memorial	30%	4,035	4,035	70%	9,555	70%	9,555	70%	9,555	13,590	13,590
23	Columbia	Columbia Regional	22%	8,075	8,075	78%	28,299	78%	28,299	78%	28,299	36,374	36,374
24	Cuba	Cuba Municipal	44%	720	720	56%	930	56%	930	56%	930	1,650	1,650
25	Dexter	Dexter Municipal	36%	1,759	1,759	64%	3,155	64%	3,155	64%	3,155	4,914	4,914
26	Doniphan	Doniphan Municipal	30%	890	890	70%	2,110	70%	2,110	70%	2,110	3,000	3,000
27	El Dorado Springs	El Dorado Springs Memorial	72%	2,580	2,580	28%	1,020	28%	1,020	28%	1,020	3,600	3,600
28	Eldon	Eldon Model Airpark	35%	2,645	2,645	65%	4,905	65%	4,905	65%	4,905	7,550	7,550
29	Excelsior Springs	Excelsior Springs Memorial	69%	5,500	5,500	31%	2,500	31%	2,500	31%	2,500	8,000	8,000
30	Farmington	Farmington Regional	16%	2,100	2,100	84%	10,900	84%	10,900	84%	10,900	13,000	13,000
31	Festus	Festus Memorial	35%	3,280	3,280	65%	6,220	65%	6,220	65%	6,220	9,500	9,500
32	Fredericktown	Fredericktown Regional	43%	1,300	1,300	57%	1,700	57%	1,700	57%	1,700	3,000	3,000
33	Fulton	Elton Hensley Memorial	71%	11,400	11,400	29%	4,600	29%	4,600	29%	4,600	16,000	16,000



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

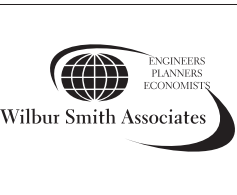


Table 3-17
2002 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2002 Operations			Itinerant			Total GA		
			Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations
34	Gainesville	Gainesville Memorial	28%	280	72%	720		280	72%	720		1,000		1,000
35	Gideon	Gideon Memorial	84%	1,846	16%	354		1,846	16%	354		2,200		2,200
36	Grain Valley	East Kansas City	86%	21,499	14%	3,501		21,499	14%	3,501		25,000		25,000
37	Hannibal	Hannibal Municipal	21%	1,000	79%	3,700		1,000	79%	3,700		4,700		4,700
38	Harrisonville	Lawrence Smith Memorial	49%	7,500	52%	8,050		7,500	52%	8,050		15,550		15,550
39	Hermann	Hermann Municipal	53%	1,112	47%	1,000		1,112	47%	1,000		2,112		2,112
40	Higginsville	Higginsville Industrial Municipal	54%	1,300	46%	1,100		1,300	46%	1,100		2,400		2,400
41	Hornersville	Hornersville Memorial	84%	1,680	16%	320		1,680	16%	320		2,000		2,000
42	Houston	Houston Memorial	28%	1,965	72%	5,035		1,965	72%	5,035		7,000		7,000
43	Jefferson City	Jefferson City Memorial	37%	15,263	63%	25,915		15,263	63%	25,915		41,178		41,178
44	Joplin	Joplin Regional	31%	13,757	69%	30,704		13,757	69%	30,704		44,461		44,461
45	Kahoka	Kahoka Municipal	67%	100	33%	50		100	33%	50		150		150
46	Kaiser/Lake Ozark	Lee C Fine Memorial	11%	800	89%	7,320		800	89%	7,320		8,120		8,120
47	Kansas City	Charles B. Wheeler Downtown	30%	36,785	70%	86,542		36,785	70%	86,542		123,327		123,327
48	Kennett	Kennett Memorial	13%	2,000	87%	13,000		2,000	87%	13,000		15,000		15,000
49	Kirkville	Kirkville Regional	59%	8,000	41%	5,487		8,000	41%	5,487		13,487		13,487
50	Lamar	Lamar Municipal	42%	3,716	58%	5,134		3,716	58%	5,134		8,850		8,850
51	Lebanon	Floyd W Jones	33%	6,810	67%	13,990		6,810	67%	13,990		20,800		20,800
52	Lees Summit	Lees Summit Municipal	58%	59,000	42%	43,300		59,000	42%	43,300		102,300		102,300
53	Lexington	Lexington Municipal	78%	9,800	22%	2,800		9,800	22%	2,800		12,600		12,600
54	Lincoln	Lincoln Municipal	47%	1,300	53%	1,475		1,300	53%	1,475		2,775		2,775
55	Linn	Linn State Technical College Airport	38%	192	62%	308		192	62%	308		500		500
56	Macon	Macon-Fower Memorial	66%	5,300	34%	2,700		5,300	34%	2,700		8,000		8,000
57	Malden	Malden Regional	72%	3,600	28%	1,400		3,600	28%	1,400		5,000		5,000
58	Mansfield	Mansfield Municipal	23%	550	77%	1,800		550	77%	1,800		2,350		2,350
59	Marble Hill	Twin City Airport	10%	150	90%	1,410		150	90%	1,410		1,560		1,560
60	Marshall	Marshall Memorial Municipal	86%	4,398	14%	735		4,398	14%	735		5,133		5,133
61	Maryville	Northwest Missouri Regional	57%	3,420	43%	2,580		3,420	43%	2,580		6,000		6,000
62	Memphis	Memphis Memorial	88%	3,500	12%	480		3,500	12%	480		3,980		3,980
63	Mexico	Mexico Memorial	13%	1,950	87%	10,450		1,950	87%	10,450		12,000		12,000
64	Moberly	Onar N Bradley	30%	1,500	70%	3,500		1,500	70%	3,500		5,000		5,000
65	Monett	Monett Municipal	57%	6,480	43%	4,923		6,480	43%	4,923		11,403		11,403
66	Monroe City	Monroe City Regional	26%	1,280	74%	3,623		1,280	74%	3,623		4,903		4,903
67	Montgomery City	Montgomery-Wehrman	80%	2,800	20%	720		2,800	20%	720		3,520		3,520
68	Monticello	Lewis County Regional	49%	970	51%	1,020		970	51%	1,020		1,990		1,990

Table 3-17
2002 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2002 Operations			Itinerant			Total GA	
			Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Operations
69	Mosby	Clay County Regional	70%	17,500	30%	7,500		7,500				25,000	
70	Mount Vernon	Mount Vernon Municipal	93%	4,762	7%	340		340				5,102	
71	Mountain Grove	Mountain Grove Memorial	19%	1,640	81%	6,860		6,860				8,500	
72	Mountain View	Mountain View	36%	3,080	64%	5,520		5,520				8,600	
73	Neosho	Hugh Robinson Memorial	44%	1,158	56%	1,467		1,467				2,625	
74	Nevada	Nevada Municipal	63%	2,799	38%	1,679		1,679				4,478	
75	New Madrid	County Memorial	35%	1,250	65%	2,350		2,350				3,600	
76	Osage Beach	Grand Glaize	18%	1,440	82%	6,560		6,560				8,000	
77	Osceola	Osceola Municipal	60%	300	40%	200		200				500	
78	Ozark	Air Park South	50%	1,700	50%	1,700		1,700				3,400	
79	Perryville	Perryville Municipal	26%	2,700	74%	7,650		7,650				10,350	
80	Piedmont	Piedmont Municipal	48%	950	53%	1,050		1,050				2,000	
81	Point Lookout	M Graham Clark	46%	17,000	54%	20,300		20,300				37,300	
82	Poplar Bluff	Poplar Bluff Municipal	17%	1,900	83%	9,590		9,590				11,490	
83	Potosi	Washington County	24%	700	76%	2,214		2,214				2,914	
84	Princeton	Princeton-Kauffman Memorial	50%	100	50%	100		100				200	
85	Richland	Richland Municipal	44%	337	56%	421		421				758	
86	Rolla	Rolla Downtown	50%	1,000	50%	1,000		1,000				2,000	
87	Rolla/Vichy	Rolla National	20%	3,000	80%	12,160		12,160				15,160	
88	Saint Charles	Saint Charles	80%	34,200	20%	8,800		8,800				43,000	
89	Saint Charles	Saint Charles County Smartt	64%	35,000	36%	20,100		20,100				55,100	
90	Saint Clair	Saint Clair Regional	59%	5,900	41%	4,100		4,100				10,000	
91	Saint Joseph	Rosecrans Memorial	45%	8,296	55%	10,194		10,194				18,490	
92	Saint Louis	Creve Coeur	73%	24,150	27%	8,850		8,850				33,000	
93	Saint Louis	Spirit Of Saint Louis	38%	69,610	62%	114,761		114,761				184,371	
94	Salem	Salem Memorial	40%	1,900	60%	2,880		2,880				4,780	
95	Sedalia	Sedalia Memorial	11%	2,690	89%	21,320		21,320				24,010	
96	Shelbyville	Shelby County	71%	50	29%	20		20				70	
97	Sikeston	Sikeston Memorial Municipal	28%	2,600	72%	6,800		6,800				9,400	
98	Slater	Slater Memorial	90%	180	10%	20		20				200	
99	Springfield	Springfield-Branson Regional	23%	19,494	77%	65,025		65,025				84,519	
100	Steele	Steele Municipal	94%	2,500	6%	150		150				2,650	
101	Stockton	Stockton Municipal	88%	2,055	12%	274		274				2,329	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-17
2002 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2002 Operations			Itinerant			Total GA		
			Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent	Operations
102	Sullivan	Sullivan Regional	70%	7,000	30%	3,000						10,000		
103	Tarkio	Gould Peterson Municipal	58%	2,220	42%	1,580						3,800		
104	Thayer	Thayer Memorial	19%	490	81%	2,110						2,600		
105	Trenton	Trenton Municipal	20%	590	80%	2,310						2,900		
106	Unionville	Unionville Municipal	35%	600	65%	1,100						1,700		
107	Van Buren	Bollinger Crass Memorial	19%	200	81%	840						1,040		
108	Versailles	Roy Otten Memorial	45%	2,500	55%	3,050						5,550		
109	Warrensburg	CMSU Max B Swisher Skyhaven	88%	60,000	12%	8,360						68,360		
110	Warsaw	Warsaw Municipal	32%	1,252	68%	2,704						3,956		
111	Washington	Washington Memorial	76%	20,279	24%	6,369						26,648		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	0%	0	100%	2,647						2,647		
113	West Plains	West Plains Municipal	33%	7,174	67%	14,826						22,000		
114	Willow Springs	Willow Springs Memorial	47%	2,400	53%	2,700						5,100		
		Statewide Total		718,736		853,708						1,572,444		

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates
Totals may not equal sum due to rounding

Table 3-18
2007 Local and Itinerant GA Operations

SASP Code	Associated City	Airport	Local		2007 Operations Itinerant		Total CA
			Percent	Operations	Percent	Operations	
1	Albany	Albany Municipal	69%	3,700	31%	1,700	5,400
2	Aurora	Jerry Sumners Sr. Aurora Municipal	68%	6,200	32%	2,900	9,100
3	Ava	Ava Bill Martin Memorial	29%	600	71%	1,600	2,200
4	Bethany	Bethany Memorial	76%	2,100	24%	700	2,800
5	Bismarck	Bismarck Memorial	30%	1,000	70%	2,200	3,200
6	Bolivar	Bolivar Municipal	50%	11,200	50%	11,200	22,400
7	Boonville	Jesse Viertel Memorial	45%	6,800	55%	8,100	14,900
8	Bowling Green	Bowling Green Municipal	94%	7,000	6%	500	7,500
9	Brookfield/Marceline	North Central Missouri Regional	60%	7,300	40%	4,800	12,100
10	Buffalo	Buffalo Municipal	48%	2,600	52%	2,800	5,400
11	Butler	Butler Memorial	37%	2,600	63%	4,300	6,900
12	Cabool	Cabool Memorial	17%	500	83%	2,600	3,100
13	Camdenton	Camdenton Memorial	10%	1,000	90%	9,400	10,400
14	Cameron	Cameron Memorial	42%	2,000	58%	2,700	4,700
15	Campbell	Campbell Municipal	81%	6,500	19%	1,600	8,100
16	Cape Girardeau	Cape Girardeau Regional	30%	9,100	70%	20,700	29,800
17	Carrollton	Carrollton Memorial	16%	500	84%	2,900	3,400
18	Caruthersville	Caruthersville Memorial	29%	2,900	71%	7,100	10,000
19	Cassville	Cassville Municipal	19%	600	81%	2,500	3,100
20	Charleston	Mississippi County	59%	2,500	42%	1,800	4,300
21	Chillicothe	Chillicothe Municipal	93%	3,700	7%	300	4,000
22	Clinton	Clinton Memorial	30%	4,700	70%	11,000	15,700
23	Columbia	Columbia Regional	22%	8,700	78%	30,400	39,100
24	Cuba	Cuba Municipal	44%	800	56%	1,000	1,800
25	Dexter	Dexter Municipal	36%	1,800	64%	3,300	5,100
26	Doniphan	Doniphan Municipal	30%	900	70%	2,300	3,200
27	El Dorado Springs	El Dorado Springs Memorial	72%	2,800	28%	1,100	3,900
28	Eldon	Eldon Model Airpark	35%	3,000	65%	5,700	8,700
29	Excelsior Springs	Excelsior Springs Memorial	69%	5,900	31%	2,700	8,600
30	Farmington	Farmington Regional	16%	2,300	84%	11,700	14,000
31	Festus	Festus Memorial	35%	3,500	65%	6,700	10,200
32	Fredericktown	Fredericktown Regional	43%	1,300	57%	1,800	3,100
33	Fulton	Elton Hensley Memorial	71%	13,100	29%	5,300	18,400



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-18
2007 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2007 Operations Itinerant			Total GA	
			Percent	Operations	Percent	Operations	Percent	Operations	Operations	Operations
34	Gainesville	Gainesville Memorial	28%	300	72%	800		1,100		
35	Gideon	Gideon Memorial	84%	2,000	16%	400		2,400		
36	Grain Valley	East Kansas City	86%	23,100	14%	3,800		26,900		
37	Hannibal	Hannibal Municipal	21%	1,000	79%	3,900		4,900		
38	Harrisonville	Lawrence Smith Memorial	48%	8,300	52%	9,000		17,300		
39	Hermann	Hermann Municipal	53%	1,200	47%	1,100		2,300		
40	Higginsville	Higginsville Industrial Municipal	54%	1,400	46%	1,100		2,500		
41	Hornersville	Hornersville Memorial	84%	1,800	16%	400		2,200		
42	Houston	Houston Memorial	28%	2,100	72%	5,400		7,500		
43	Jefferson City	Jefferson City Memorial	37%	15,800	63%	26,900		42,700		
44	Joplin	Joplin Regional	31%	15,300	69%	34,200		49,500		
45	Kahoka	Kahoka Municipal	67%	100	33%	100		200		
46	Kaiser/Lake Ozark	Lee C Fine Memorial	11%	900	89%	7,300		8,200		
47	Kansas City	Charles B. Wheeler Downtown	30%	38,200	70%	89,800		128,000		
48	Kennett	Kennett Memorial	13%	2,100	87%	14,000		16,100		
49	Kirkville	Kirkville Regional	59%	8,300	41%	5,700		14,000		
50	Lamar	Lamar Municipal	42%	4,300	58%	5,900		10,200		
51	Lebanon	Floyd W Jones	33%	7,900	67%	16,100		24,000		
52	Lee's Summit	Lee's Summit Municipal	58%	65,700	42%	48,300		114,000		
53	Lexington	Lexington Municipal	78%	10,600	22%	3,000		13,600		
54	Lincoln	Lincoln Municipal	47%	1,400	53%	1,600		3,000		
55	Linn	Linn State Technical College Airport	38%	200	62%	300		500		
56	Macon	Macon-Power Memorial	66%	5,700	34%	2,900		8,600		
57	Malden	Malden Regional	72%	3,900	28%	1,500		5,400		
58	Mansfield	Mansfield Municipal	23%	600	77%	2,100		2,700		
59	Marble Hill	Twin City Airport	10%	200	90%	1,400		1,600		
60	Marshall	Marshall Memorial Municipal	86%	4,500	14%	800		5,300		
61	Maryville	Northwest Missouri Regional	57%	3,800	43%	2,900		6,700		
62	Memphis	Memphis Memorial	88%	3,800	12%	500		4,300		
63	Mexico	Mexico Memorial	13%	1,700	87%	11,200		12,900		
64	Moberly	Omar N Bradley	30%	1,700	70%	3,900		5,600		
65	Monett	Monett Municipal	57%	7,200	43%	5,800		12,700		
66	Monroe City	Monroe City Regional	26%	1,300	74%	3,800		5,100		
67	Montgomery City	Montgomery-Wehrman	80%	3,000	20%	800		3,800		
68	Monticello	Lewis County Regional	49%	1,000	51%	1,100		2,100		

Table 3-18
2007 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2007 Operations Itinerant			Total GA	
			Percent	Operations	Percent	Operations	Percent	Operations	Operations	Operations
69	Mosby	Clay County Regional	70%	18,900	30%	8,100		27,000		
70	Mount Vernon	Mount Vernon Municipal	93%	5,500	7%	400		5,900		
71	Mountain Grove	Mountain Grove Memorial	19%	1,800	81%	7,300		9,100		
72	Mountain View	Mountain View	36%	3,300	64%	6,000		9,300		
73	Neosho	Hugh Robinson Memorial	44%	1,200	56%	1,500		2,700		
74	Nevada	Nevada Municipal	63%	3,100	38%	1,900		5,000		
75	New Madrid	County Memorial	38%	1,400	68%	2,700		4,100		
76	Osage Beach	Grand Glaize	18%	1,500	82%	6,800		8,300		
77	Osceola	Osceola Municipal	60%	300	40%	200		500		
78	Ozark	Air Park South	50%	2,000	50%	2,000		4,000		
79	Perryville	Perryville Municipal	26%	3,100	74%	8,800		11,900		
80	Piedmont	Piedmont Municipal	48%	1,000	53%	1,200		2,200		
81	Point Lookout	M Graham Clark	46%	18,300	54%	21,800		40,100		
82	Poplar Bluff	Poplar Bluff Municipal	17%	2,100	83%	10,700		12,800		
83	Potosi	Washington County	24%	800	76%	2,400		3,200		
84	Princeton	Princeton-Kauffman Memorial	50%	100	50%	100		200		
85	Richland	Richland Municipal	44%	400	56%	400		800		
86	Rolla	Rolla Downtown	50%	1,100	50%	1,100		2,200		
87	Rolla/Vichy	Rolla National	20%	3,300	80%	13,600		16,900		
88	Saint Charles	Saint Charles	80%	38,100	20%	9,800		47,900		
89	Saint Charles	Saint Charles County Smart	64%	40,300	36%	23,200		63,500		
90	Saint Clair	Saint Clair Regional	59%	6,800	41%	4,700		11,500		
91	Saint Joseph	Rosecrans Memorial	48%	8,600	55%	10,600		19,200		
92	Saint Louis	Creve Coeur	73%	27,800	27%	10,200		38,000		
93	Saint Louis	Spirit Of Saint Louis	38%	72,300	62%	119,100		191,400		
94	Salem	Salem Memorial	40%	2,000	60%	3,000		5,000		
95	Sedalia	Sedalia Memorial	11%	3,100	89%	24,600		27,700		
96	Shelbyville	Shelby County	71%	100	29%	0		100		
97	Sikeston	Sikeston Memorial Municipal	28%	2,800	72%	7,300		10,100		
98	Slater	Slater Memorial	90%	200	10%	0		200		
99	Springfield	Springfield-Branson Regional	23%	20,200	77%	67,500		87,700		
100	Steele	Steele Municipal	94%	2,700	6%	200		2,900		
101	Stockton	Stockton Municipal	88%	2,100	12%	300		2,400		



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

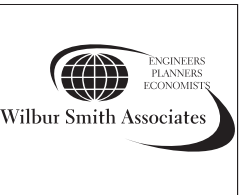


Table 3-18
2007 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Local			2007 Operations Itinerant			Total GA	
		Airport	Percent	Operations	Percent	Operations	Operations	Operations	Operations
102	Sullivan	Sullivan Regional	70%	7,300	30%	3,100	3,100	10,400	
103	Tarkio	Gould Peterson Municipal	58%	2,500	42%	1,700	1,700	4,200	
104	Thayer	Thayer Memorial	19%	500	81%	2,300	2,300	2,800	
105	Trenton	Trenton Municipal	20%	600	80%	2,500	2,500	3,100	
106	Unionville	Unionville Municipal	35%	600	65%	1,200	1,200	1,800	
107	Van Buren	Bollinger Grass Memorial	19%	200	81%	900	900	1,100	
108	Versailles	Roy Otten Memorial	45%	2,800	55%	3,400	3,400	6,200	
109	Warrensburg	CMSU Max B Swisher Skyhaven	88%	62,300	12%	8,700	8,700	71,000	
110	Warsaw	Warsaw Municipal	32%	1,500	68%	3,100	3,100	4,600	
111	Washington	Washington Memorial	76%	21,800	24%	6,900	6,900	28,700	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	0%	0	100%	2,800	2,800	2,800	
113	West Plains	West Plains Municipal	33%	7,700	67%	16,000	16,000	23,700	
114	Willow Springs	Willow Springs Memorial	47%	2,600	53%	2,900	2,900	5,500	
		Statewide Total		786,300		925,900	925,900	1,712,200	

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates
Totals may not equal sum due to rounding

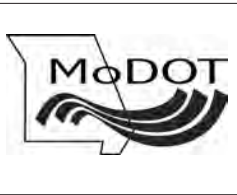
Table 3-19
2012 Local and Itinerant GA Operations

SASP Code	Associated City	Airport	Local			2012 Operations Itinerant			Total GA	
			Percent	Operations	Percent	Operations	Percent	Operations	Operations	Operations
1	Albany	Albany Municipal	69%	4,000	31%	1,800		1,800	5,800	
2	Aurora	Jerry Sumners Sr. Aurora Municipal	68%	6,700	32%	3,100		3,100	9,800	
3	Ava	Ava Bill Martin Memorial	29%	700	71%	1,600		1,600	2,300	
4	Bethany	Bethany Memorial	76%	2,400	24%	700		700	3,100	
5	Bismarck	Bismarck Memorial	30%	1,100	70%	2,400		2,400	3,500	
6	Bolivar	Bolivar Municipal	50%	12,300	50%	12,300		12,300	24,600	
7	Boonville	Jesse Viertel Memorial	45%	7,500	55%	8,900		8,900	16,400	
8	Bowling Green	Bowling Green Municipal	94%	8,000	6%	500		500	8,500	
9	Brookfield/Marceline	North Central Missouri Regional	60%	8,300	40%	5,600		5,600	13,900	
10	Buffalo	Buffalo Municipal	48%	2,800	52%	3,000		3,000	5,800	
11	Butler	Butler Memorial	37%	2,800	63%	4,600		4,600	7,400	
12	Cabool	Cabool Memorial	17%	500	83%	2,700		2,700	3,200	
13	Camdenton	Camdenton Memorial	10%	1,100	90%	9,700		9,700	10,800	
14	Cameron	Cameron Memorial	42%	2,200	58%	3,000		3,000	5,200	
15	Campbell	Campbell Municipal	81%	7,200	19%	1,700		1,700	8,900	
16	Cape Girardeau	Cape Girardeau Regional	30%	10,000	70%	22,900		22,900	32,900	
17	Carrollton	Carrollton Memorial	16%	600	84%	3,000		3,000	3,600	
18	Cantharsville	Cantharsville Memorial	29%	3,300	71%	7,800		7,800	11,100	
19	Cassville	Cassville Municipal	19%	600	81%	2,600		2,600	3,200	
20	Charleston	Mississippi County	59%	2,700	42%	1,900		1,900	4,600	
21	Chillicothe	Chillicothe Municipal	93%	3,800	7%	300		300	4,100	
22	Clinton	Clinton Memorial	30%	5,300	70%	12,400		12,400	17,700	
23	Columbia	Columbia Regional	22%	9,300	78%	32,600		32,600	41,900	
24	Cuba	Cuba Municipal	44%	800	56%	1,100		1,100	1,900	
25	Dexter	Dexter Municipal	36%	1,900	64%	3,400		3,400	5,300	
26	Doniphan	Doniphan Municipal	30%	1,000	70%	2,500		2,500	3,500	
27	El Dorado Springs	El Dorado Springs Memorial	72%	2,900	28%	1,200		1,200	4,100	
28	Eldon	Eldon Model Airpark	35%	3,400	65%	6,400		6,400	9,800	
29	Excelsior Springs	Excelsior Springs Memorial	69%	6,300	31%	2,900		2,900	9,200	
30	Farmington	Farmington Regional	16%	2,400	84%	12,600		12,600	15,000	
31	Festus	Festus Memorial	35%	3,800	65%	7,100		7,100	10,900	
32	Fredericktown	Fredericktown Regional	43%	1,400	57%	1,800		1,800	3,200	
33	Fulton	Elton Hensley Memorial	71%	14,900	29%	6,000		6,000	20,900	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-19
2012 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2012 Operations Itinerant			Total GA	
			Percent	Operations	Percent	Operations	Percent	Operations	Operations	Operations
34	Gainesville	Gainesville Memorial	28%	300	72%	900			1,200	
35	Gideon	Gideon Memorial	84%	2,100	16%	400			2,500	
36	Grain Valley	East Kansas City	86%	24,800	14%	4,000			28,800	
37	Hamibal	Hamibal Municipal	21%	1,100	79%	4,000			5,100	
38	Harrisonville	Lawrence Smith Memorial	48%	9,200	52%	9,900			19,100	
39	Hermann	Hermann Municipal	53%	1,300	47%	1,100			2,400	
40	Higginsville	Higginsville Industrial Municipal	54%	1,400	46%	1,200			2,600	
41	Hornersville	Hornersville Memorial	84%	1,900	16%	400			2,300	
42	Houston	Houston Memorial	28%	2,300	72%	5,800			8,100	
43	Jefferson City	Jefferson City Memorial	37%	16,400	63%	27,900			44,300	
44	Joplin	Joplin Regional	31%	16,900	69%	37,700			54,600	
45	Kahoka	Kahoka Municipal	67%	100	33%	100			200	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	11%	1,000	89%	8,000			9,000	
47	Kansas City	Charles B. Wheeler Downtown	30%	39,600	70%	93,100			132,700	
48	Kennett	Kennett Memorial	13%	2,300	87%	15,000			17,300	
49	Kirkville	Kirkville Regional	59%	8,600	41%	5,900			14,500	
50	Lamar	Lamar Municipal	42%	4,800	58%	6,700			11,500	
51	Lebanon	Floyd W Jones	33%	8,900	67%	18,200			27,100	
52	Lee's Summit	Lee's Summit Municipal	58%	72,400	42%	53,200			125,600	
53	Lexington	Lexington Municipal	78%	11,300	22%	3,200			14,500	
54	Lincoln	Lincoln Municipal	47%	1,500	53%	1,700			3,200	
55	Linn	Linn State Technical College Airport	38%	200	62%	300			500	
56	Macon	Macon-Power Memorial	66%	6,100	34%	3,100			9,200	
57	Malden	Malden Regional	72%	4,200	28%	1,600			5,800	
58	Mansfield	Mansfield Municipal	23%	700	77%	2,400			3,100	
59	Marble Hill	Twin City Airport	10%	200	90%	1,500			1,700	
60	Marshall	Marshall Memorial Municipal	86%	4,700	14%	800			5,500	
61	Maryville	Northwest Missouri Regional	57%	4,200	43%	3,200			7,400	
62	Memphis	Memphis Memorial	88%	4,000	12%	600			4,600	
63	Mexico	Mexico Memorial	13%	1,800	87%	12,000			13,800	
64	Moberly	Omar N Bradley	30%	1,800	70%	4,300			6,100	
65	Monett	Monett Municipal	57%	8,000	43%	6,000			14,000	
66	Monroe City	Monroe City Regional	26%	1,400	74%	3,900			5,300	
67	Montgomery City	Montgomery-Wehrman	80%	3,300	20%	800			4,100	
68	Monticello	Lewis County Regional	49%	1,100	51%	1,200			2,300	

Table 3-19
2012 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2012 Operations Itinerant			Total GA	
			Percent	Operations	Operations	Percent	Operations	Operations	Operations	Operations
69	Mosby	Clay County Regional	70%	19,900	8,500	30%	8,500	28,400	28,400	
70	Mount Vernon	Mount Vernon Municipal	93%	6,300	400	7%	400	6,700	6,700	
71	Mountain Grove	Mountain Grove Memorial	19%	1,900	7,900	81%	7,900	9,800	9,800	
72	Mountain View	Mountain View	36%	3,500	6,400	64%	6,400	9,900	9,900	
73	Neosho	Hugh Robinson Memorial	44%	1,200	1,600	56%	1,600	2,800	2,800	
74	Nevada	Nevada Municipal	63%	3,400	2,100	38%	2,100	5,500	5,500	
75	New Madrid	County Memorial	35%	1,600	3,100	65%	3,100	4,700	4,700	
76	Osage Beach	Grand Glaize	18%	1,500	7,100	82%	7,100	8,600	8,600	
77	Osceola	Osceola Municipal	60%	400	200	40%	200	600	600	
78	Ozark	Air Park South	50%	2,200	2,200	50%	2,200	4,400	4,400	
79	Perryville	Perryville Municipal	26%	3,500	10,000	74%	10,000	13,500	13,500	
80	Piedmont	Piedmont Municipal	48%	1,100	1,200	53%	1,200	2,300	2,300	
81	Point Lookout	M Graham Clark	46%	19,600	23,400	54%	23,400	43,000	43,000	
82	Poplar Bluff	Poplar Bluff Municipal	17%	2,300	11,800	83%	11,800	14,100	14,100	
83	Potosi	Washington County	24%	900	2,700	76%	2,700	3,600	3,600	
84	Princeton	Princeton-Kaufman Memorial	50%	100	100	50%	100	200	200	
85	Richland	Richland Municipal	44%	400	500	56%	500	900	900	
86	Rolla	Rolla Downtown	50%	1,100	1,100	50%	1,100	2,200	2,200	
87	Rolla/Vichy	Rolla National	20%	3,700	14,900	80%	14,900	18,600	18,600	
88	Saint Charles	Saint Charles	80%	42,000	10,800	20%	10,800	52,800	52,800	
89	Saint Charles	Saint Charles County Smartt	64%	45,700	26,200	36%	26,200	71,900	71,900	
90	Saint Clair	Saint Clair Regional	59%	7,700	5,300	41%	5,300	13,000	13,000	
91	Saint Joseph	Rosecrans Memorial	45%	8,900	11,000	55%	11,000	19,900	19,900	
92	Saint Louis	Creve Coeur	73%	31,500	11,500	27%	11,500	43,000	43,000	
93	Saint Louis	Spirit Of Saint Louis	38%	74,900	123,500	62%	123,500	198,400	198,400	
94	Salem	Salem Memorial	40%	2,000	3,100	60%	3,100	5,100	5,100	
95	Sedalia	Sedalia Memorial	11%	3,500	27,800	89%	27,800	31,300	31,300	
96	Shelbyville	Shelby County	71%	100	0	29%	0	100	100	
97	Sikeston	Sikeston Memorial Municipal	28%	3,000	7,800	72%	7,800	10,800	10,800	
98	Slater	Slater Memorial	90%	200	0	10%	0	200	200	
99	Springfield	Springfield-Branson Regional	23%	21,000	69,900	77%	69,900	90,900	90,900	
100	Steele	Steele Municipal	94%	2,900	200	6%	200	3,100	3,100	
101	Stockton	Stockton Municipal	88%	2,200	300	12%	300	2,500	2,500	



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-19
2012 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2012 Operations Itinerant			Total GA	
			Percent	Operations	Operations	Percent	Operations	Operations	Operations	Operations
102	Sullivan	Sullivan Regional			7,600	30%	3,200		10,800	
103	Tarkio	Gould Peterson Municipal	58%	2,700		42%	2,000		4,700	
104	Thayer	Thayer Memorial	19%	600		81%	2,400		3,000	
105	Trenton	Trenton Municipal	20%	700		80%	2,600		3,300	
106	Unionville	Unionville Municipal	35%	700		65%	1,300		2,000	
107	Van Buren	Bollinger Grass Memorial	19%	200		81%	1,000		1,200	
108	Versailles	Roy Otten Memorial	45%	3,100		55%	3,700		6,800	
109	Warrensburg	CMSU Max B Swisher Skyhaven	88%	64,600		12%	9,000		73,600	
110	Warsaw	Warsaw Municipal	32%	1,600		68%	3,600		5,200	
111	Washington	Washington Memorial	76%	23,400		24%	7,300		30,700	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	0%	0		100%	3,000		3,000	
113	West Plains	West Plains Municipal	33%	8,300		67%	17,000		25,300	
114	Willow Springs	Willow Springs Memorial	47%	2,800		53%	3,100		5,900	
		Statewide Total		848,400			992,000		1,840,400	

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates
Totals may not equal sum due to rounding

Table 3-20
2022 Local and Itinerant GA Operations

SASP Code	Associated City	Airport	Local			2022 Operations Itinerant			Total GA	
			Percent	Operations	Percent	Operations	Percent	Operations	Operations	Operations
1 Albany	Albany Municipal		69%	4,500	31%	2,000		6,500		
2 Aurora	Jerry Sumners Sr. Aurora Municipal		68%	7,600	32%	3,500		11,100		
3 Ava	Ava Bill Martin Memorial		29%	800	71%	1,800		2,600		
4 Bethany	Bethany Memorial		76%	2,700	24%	900		3,600		
5 Bismarck	Bismarck Memorial		30%	1,200	70%	2,700		3,900		
6 Bolivar	Bolivar Municipal		50%	14,600	50%	14,600		29,200		
7 Boonville	Jesse Viertel Memorial		45%	8,800	55%	10,600		19,400		
8 Bowling Green	Bowling Green Municipal		94%	9,800	6%	700		10,500		
9 Brookfield/Marceline	North Central Missouri Regional		60%	10,400	40%	7,000		17,400		
10 Buffalo	Buffalo Municipal		48%	3,100	52%	3,400		6,500		
11 Butler	Butler Memorial		37%	3,100	63%	5,300		8,400		
12 Cabool	Cabool Memorial		17%	600	83%	2,900		3,500		
13 Camdenton	Camdenton Memorial		10%	1,100	90%	10,400		11,500		
14 Cameron	Cameron Memorial		42%	2,600	58%	3,500		6,100		
15 Campbell	Campbell Municipal		81%	8,600	19%	2,000		10,600		
16 Cape Girardeau	Cape Girardeau Regional		30%	11,900	70%	27,100		39,000		
17 Carrollton	Carrollton Memorial		16%	700	84%	3,400		4,100		
18 Caruthersville	Caruthersville Memorial		29%	3,800	71%	9,300		13,100		
19 Cassville	Cassville Municipal		19%	700	81%	2,800		3,500		
20 Charleston	Mississippi County		59%	3,000	42%	2,200		5,200		
21 Chillicothe	Chillicothe Municipal		93%	4,100	7%	300		4,400		
22 Clinton	Clinton Memorial		30%	6,500	70%	15,400		21,900		
23 Columbia	Columbia Regional		22%	10,500	78%	36,900		47,400		
24 Cuba	Cuba Municipal		44%	1,000	56%	1,200		2,200		
25 Dexter	Dexter Municipal		36%	2,000	64%	3,700		5,700		
26 Doniphan	Doniphan Municipal		30%	1,200	70%	2,700		3,900		
27 El Dorado Springs	El Dorado Springs Memorial		72%	3,400	28%	1,300		4,700		
28 Eldon	Eldon Model Airport		35%	4,200	65%	7,900		12,100		
29 Excelsior Springs	Excelsior Springs Memorial		69%	7,200	31%	3,300		10,500		
30 Farmington	Farmington Regional		16%	2,700	84%	14,300		17,000		
31 Festus	Festus Memorial		35%	4,300	65%	8,100		12,400		
32 Fredericktown	Fredericktown Regional		43%	1,500	57%	2,000		3,500		
33 Fulton	Elton Hensley Memorial		71%	18,300	29%	7,400		25,700		



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand

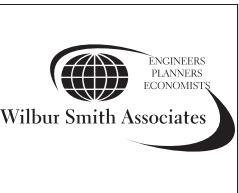


Table 3-20
2022 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2022 Operations Itinerant			Total GA	
			Percent	Operations	Percent	Operations	Percent	Operations	Operations	Operations
34	Gainesville	Gainesville Memorial				400	72%	900	1,300	
35	Gideon	Gideon Memorial	84%	2,400	16%	800		800	2,900	
36	Grain Valley	East Kansas City	86%	28,000	14%	4,600		4,600	32,600	
37	Hannibal	Hannibal Municipal	21%	1,100	79%	4,300		4,300	5,400	
38	Harrisonville	Lawrence Smith Memorial	48%	10,900	52%	11,700		11,700	22,600	
39	Hermann	Hermann Municipal	53%	1,500	47%	1,300		1,300	2,800	
40	Higginsville	Higginsville Industrial Municipal	54%	1,500	46%	1,300		1,300	2,800	
41	Homersville	Homersville Memorial	84%	2,200	16%	400		400	2,600	
42	Houston	Houston Memorial	28%	2,600	72%	6,500		6,500	9,100	
43	Jefferson City	Jefferson City Memorial	37%	17,800	63%	29,800		29,800	47,400	
44	Joplin	Joplin Regional	31%	20,000	69%	44,700		44,700	64,700	
45	Kahoka	Kahoka Municipal	67%	100	33%	100		100	200	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	11%	1,200	89%	9,500		9,500	10,700	
47	Kansas City	Charles B. Wheeler Downtown	30%	42,400	70%	99,700		99,700	142,100	
48	Kennett	Kennett Memorial	13%	2,600	87%	17,000		17,000	19,600	
49	Kirkville	Kirkville Regional	59%	9,200	41%	6,300		6,300	15,500	
50	Lamar	Lamar Municipal	42%	6,000	58%	8,200		8,200	14,200	
51	Lebanon	Floyd W Jones	33%	10,900	67%	22,500		22,500	33,400	
52	Lee's Summit	Lee's Summit Municipal	58%	85,900	42%	63,000		63,000	148,900	
53	Lexington	Lexington Municipal	78%	12,800	22%	3,600		3,600	16,400	
54	Lincoln	Lincoln Municipal	47%	1,700	53%	1,900		1,900	3,600	
55	Linn	Linn State Technical College Airport	38%	200	62%	400		400	600	
56	Macon	Macon-Fower Memorial	66%	6,900	34%	3,500		3,500	10,400	
57	Malden	Malden Regional	72%	4,700	28%	1,800		1,800	6,500	
58	Mansfield	Mansfield Municipal	23%	900	77%	2,900		2,900	3,800	
59	Marble Hill	Twin City Airport	10%	200	90%	1,600		1,600	1,800	
60	Marshall	Marshall Memorial Municipal	86%	5,100	14%	800		800	5,900	
61	Maryville	Northwest Missouri Regional	57%	5,000	43%	3,700		3,700	8,700	
62	Memphis	Memphis Memorial	88%	4,600	12%	600		600	5,200	
63	Mexico	Mexico Memorial	13%	2,000	87%	13,600		13,600	15,600	
64	Moberly	Omar N Bradley	30%	2,200	70%	5,100		5,100	7,300	
65	Monett	Monett Municipal	57%	9,400	43%	7,200		7,200	16,600	
66	Monroe City	Monroe City Regional	26%	1,500	74%	4,200		4,200	5,700	
67	Montgomery City	Montgomery-Wehrman	80%	3,700	20%	900		900	4,600	
68	Monticello	Lewis County Regional	49%	1,300	51%	1,300		1,300	2,600	

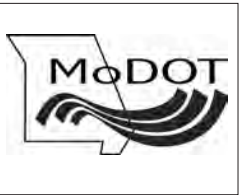
Table 3-20
2022 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local			2022 Operations Itinerant			Total GA	
			Percent	Operations	Operations	Percent	Operations	Operations	Operations	Operations
69	Mosby	Clay County Regional	70%	22,400	22,400	30%	9,600	9,600	32,000	32,000
70	Mount Vernon	Mount Vernon Municipal	93%	7,700	7,700	7%	500	500	8,200	8,200
71	Mountain Grove	Mountain Grove Memorial	19%	2,100	2,100	81%	9,000	9,000	11,100	11,100
72	Mountain View	Mountain View	36%	4,000	4,000	64%	7,200	7,200	11,200	11,200
73	Neosho	Hugh Robinson Memorial	44%	1,300	1,300	56%	1,700	1,700	3,000	3,000
74	Nevada	Nevada Municipal	63%	4,100	4,100	38%	2,400	2,400	6,500	6,500
75	New Madrid	County Memorial	35%	2,000	2,000	65%	3,800	3,800	5,800	5,800
76	Osage Beach	Grand Glaize	18%	1,700	1,700	82%	7,500	7,500	9,200	9,200
77	Osceola	Osceola Municipal	60%	400	400	40%	300	300	700	700
78	Ozark	Air Park South	50%	2,800	2,800	50%	2,800	2,800	5,600	5,600
79	Perryville	Perryville Municipal	26%	4,300	4,300	74%	12,300	12,300	16,600	16,600
80	Piedmont	Piedmont Municipal	48%	1,200	1,200	53%	1,400	1,400	2,600	2,600
81	Point Lookout	M Graham Clark	46%	22,200	22,200	54%	26,400	26,400	48,600	48,600
82	Poplar Bluff	Poplar Bluff Municipal	17%	2,800	2,800	83%	13,900	13,900	16,700	16,700
83	Potosi	Washington County	24%	1,000	1,000	76%	3,200	3,200	4,200	4,200
84	Princeton	Princeton-Kauffman Memorial	50%	100	100	50%	100	100	200	200
85	Richland	Richland Municipal	44%	400	400	56%	600	600	1,000	1,000
86	Rolla	Rolla Downtown	50%	1,200	1,200	50%	1,200	1,200	2,400	2,400
87	Rolla/Vichy	Rolla National	20%	4,400	4,400	80%	17,700	17,700	22,100	22,100
88	Saint Charles	Saint Charles	80%	49,800	49,800	20%	12,800	12,800	62,600	62,600
89	Saint Charles	Saint Charles County Smartt	64%	56,300	56,300	36%	32,300	32,300	88,600	88,600
90	Saint Clair	Saint Clair Regional	59%	9,500	9,500	41%	6,600	6,600	16,100	16,100
91	Saint Joseph	Rosecrans Memorial	45%	9,600	9,600	55%	11,700	11,700	21,300	21,300
92	Saint Louis	Creve Coeur	73%	38,900	38,900	27%	14,200	14,200	53,100	53,100
93	Saint Louis	Spirit Of Saint Louis	38%	80,200	80,200	62%	132,200	132,200	212,400	212,400
94	Salem	Salem Memorial	40%	2,200	2,200	60%	3,300	3,300	5,500	5,500
95	Sedalia	Sedalia Memorial	11%	4,300	4,300	89%	34,300	34,300	38,600	38,600
96	Shelbyville	Shelby County	71%	100	100	29%	0	0	100	100
97	Sikeston	Sikeston Memorial Municipal	28%	3,400	3,400	72%	8,900	8,900	12,300	12,300
98	Slater	Slater Memorial	90%	200	200	10%	0	0	200	200
99	Springfield	Springfield-Branson Regional	23%	22,500	22,500	77%	74,900	74,900	97,400	97,400
100	Steele	Steele Municipal	94%	3,300	3,300	6%	200	200	3,500	3,500
101	Stockton	Stockton Municipal	88%	2,400	2,400	12%	300	300	2,700	2,700



Chapter 3: Aviation Trends and Projections of Demand





Chapter 3: Aviation Trends and Projections of Demand



Table 3-20
2022 Local and Itinerant GA Operations, Continued

SASP Code	Associated City	Airport	Local		2022 Operations Itinerant			Total GA
			Percent	Operations	Percent	Operations	Operations	
102	Sullivan	Sullivan Regional	70%	8,100	30%	3,500	11,600	
103	Tarkio	Gould Peterson Municipal	58%	3,200	42%	2,300	5,500	
104	Thayer	Thayer Memorial	19%	600	81%	2,800	3,400	
105	Trenton	Trenton Municipal	20%	800	80%	3,000	3,800	
106	Unionville	Unionville Municipal	35%	800	65%	1,400	2,200	
107	Van Buren	Bollinger Crass Memorial	19%	300	81%	1,100	1,400	
108	Versailles	Roy Otten Memorial	45%	3,600	55%	4,500	8,100	
109	Warrensburg	CMSU Max B Swisher Skyhaven	88%	69,200	12%	9,600	78,800	
110	Warsaw	Warsaw Municipal	32%	2,000	68%	4,400	6,400	
111	Washington	Washington Memorial	76%	26,400	24%	8,300	34,700	
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	0%	0	100%	3,500	3,500	
113	West Plains	West Plains Municipal	33%	9,400	67%	19,300	28,700	
114	Willow Springs	Willow Springs Memorial	47%	3,200	53%	3,500	6,700	
		Statewide Total		971,600		1,126,500	2,098,100	

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library, Wilbur Smith Associates
Totals may not equal sum due to rounding

Military Operations

Military operations were analyzed for those Missouri airports identified as having regular military activity, defined as those with more than 500 operations in 2002. The number of annual military operations at Missouri airports was not projected to increase during the forecast period. Military activity varies with the political climate and variation in government funding of the military. Military activity was assumed to remain constant throughout the planning period. Projections of military activity are presented in Table 3-21.

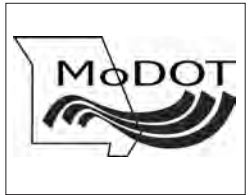
Table 3-21
Military Operations Projections

SASP Code	Associated City	Airport	2002 Military Operations	Projected		
				2007	2012	2022
16	Cape Girardeau	Cape Girardeau Regional	709	709	709	709
23	Columbia	Columbia Regional	2,452	2,452	2,452	2,452
43	Jefferson City	Jefferson City Memorial	7,320	7,320	7,320	7,320
47	Kansas City	Charles B. Wheeler Downtown	1,113	1,113	1,113	1,113
52	Lee's Summit	Lee's Summit Municipal	1,500	1,500	1,500	1,500
79	Perryville	Perryville Municipal	710	710	710	710
91	Saint Joseph	Rosecrans Memorial	7,609	7,609	7,609	7,609
95	Sedalia	Sedalia Memorial	1,700	1,700	1,700	1,700
97	Sikeston	Sikeston Memorial Municipal	1,600	1,600	1,600	1,600
99	Springfield	Springfield-Branson Regional	9,275	9,275	9,275	9,275
112	Waynesville	Waynesville (Regional Arpt at Forney Fld)	4,308	4,308	4,308	4,308

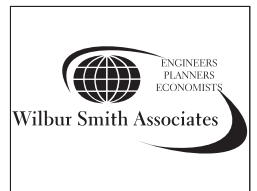
Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library

Summary

The projections developed in this chapter will be used in the evaluation of the existing Missouri airport system's ability to accommodate future demand. The projections provided in this chapter are considered planning estimates and are based on information gathered from all available sources. These projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.



Chapter 3: Aviation Trends and Projections of Demand



Chapter 4: Airport Roles

This chapter establishes the measures that will aid in the identification of each airport's initial functioning role based on a variety of factors. It is important to note that this role analysis will be used to evaluate the existing system. After additional analysis is performed, these initial roles will be reviewed to determine if changes may be needed in order for Missouri's airport system to meet transportation, economic, and access needs.

Historically, the Federal Aviation Administration (FAA) primarily categorized airports based on the availability of commercial service. Airports were categorized as commercial or general aviation, with notation only as to whether they met primary commercial standards or were designated as general aviation reliever airports. The FAA's use of the airport reference code (ARC) system further eroded the delineation of an airport's role in a state system. In order to assist Missouri in evaluating its general aviation system needs, a definitive process for determining how airports contribute to the overall State system and what roles airports play is needed. Once roles are defined, the facilities and services needed for airports to function in their identified capacity must be developed.

In order to identify each airport's current functional role in the system, a detailed analysis based on demand factors was conducted. By analyzing each system airport in relation to the demand factors identified for this analysis, the relative contribution that each airport provides to the system is identified. Based on this analysis, airports in the existing system will be classified in different functional roles based on the current types and levels of activity occurring at the facility.

Demand for aviation services is influenced by factors that are related to aviation as well as factors that are unrelated. It was determined that both aviation and non-aviation factors should be considered to achieve a balance in evaluating airport needs throughout the State. These factors were then related to the following three general system performance criteria/goal categories that were established:

- ☐ Economic
- ☐ Access
- ☐ Physical

Data were evaluated for their availability and reliability to provide sufficient detail to support comparison of the various demand factors for each airport.

Role Evaluation

At the onset of this plan's development, all airports were evaluated equally regardless of the size of the airport, annual operations, annual enplanements, or type of existing aviation services at each airport. The demand factors were applied to each airport and the associated city or county in order to measure the demand at each airport for aviation and aviation-related services.

The initial step was to identify the criteria for each of the three system performance categories that would be utilized to evaluate the demand for aviation-related services. This process provides a means to group the airports by functional role based on the demand for aviation in the airport region. This grouping is necessary to establish facility and service standards or objectives that are desirable at airports in each of the role classifications.

Factors in Determining Airport Role

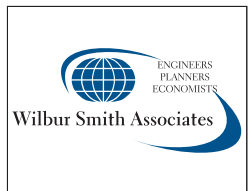
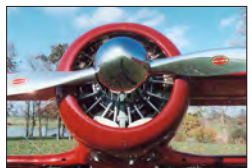
The following summarizes the factors used to determine each airport's role, by system performance category:

Economics

- ☐ Total based aircraft
- ☐ Fuel facilities



Chapter 4: Airport Roles





Chapter 4: Airport Roles



- ❑ Aviation services
- ❑ Net taxable sales

Accessibility

- ❑ Population within a 30-minute drive time
- ❑ Surface access to airport
- ❑ Businesses within a 30-minute drive time
- ❑ Registered pilots within a 30-minute drive time

Physical

- ❑ Primary runway lengths
- ❑ Approach type
- ❑ Aircraft storage units

To stratify Missouri's airports based on their current contribution, a geographic information system (GIS) mapping analysis was used to collect information as part of the airport inventory. To conduct the GIS analysis and to compare study airports for the evaluation factors noted previously, a 30-minute drive time was used for all airports.

Each performance measure and the associated measurable subcategories analyzed for each airport in this process are briefly discussed in the following sections.

Economics

Airports were evaluated based on the levels and types of aviation activity currently occurring at each facility. The following economic measures were rated for each system airport to identify their economic value to the system:

- ❑ **Total Based Aircraft** – Higher numbers of based aircraft reflect the role the airport is playing in meeting air transportation and economic needs of the market area it serves. Airports were rated based on the total number of permanently based aircraft identified in the Airport Inventory and Data Survey conducted as part of the inventory process.
- ❑ **Fuel Facilities** – Airports were analyzed by whether they provided AvGas, Jet A, a combination of fuels, or no fuel. Airports were then rated based on existing fuel facilities at the airport. The facilities were identified in the Airport Inventory and Data Survey conducted and compared with data available on the Internet site www.airnav.com.
- ❑ **Aviation Services** – Services provided at system airports are key to attracting both locally based and visiting aviation demand. Services that bear upon an airport's role within a particular system include fuel, maintenance, flight training, and other services such as providing rental cars. Aviation services were identified in the Airport Inventory and Data Survey that was conducted as part of the inventory process.
- ❑ **Net Taxable Sales** – Airports were rated based on the total net taxable sales in each town. The associated cities that collect greater tax revenue were noted to likely have more demand for aviation services. Net taxable sales data was collected from the Missouri Department of Revenue's 2002 Tax & Fee Distribution Report. Ratings were defined as follows: cities with zero to \$500,000 were considered low, those cities with sales between \$500,001- \$10 million were given a medium ranking, and cities who's net taxable sales exceeded \$10 million considered to have high sales.

Tables 4-1 thru 4-4 present the data for the economic measures described above. Key points worth noting include based aircraft counts ranging from zero at several airports to a high of 426 based aircraft at Spirit of St. Louis Airport; numerous airports provide both AvGas and Jet A fuels while less than one quarter of system airports do not provide any fuel; and all airports provide some variation of aviation services at their facilities. Additionally, three communities were identified as having over \$150 million

**Table 4-1
Total Based Aircraft**

SASP Code	Associated City	Airport	2002 Based Aircraft
1	Albany	Albany Municipal	9
2	Aurora	Jerry Sumners Sr. Aurora Municipal	30
3	Ava	Ava Bill Martin Memorial	4
4	Bethany	Bethany Memorial	7
5	Bismarck	Bismarck Memorial	15
6	Bolivar	Bolivar Municipal	50
7	Boonville	Jesse Viertel Memorial	38
8	Bowling Green	Bowling Green Municipal	9
9	Brookfield/Marceline	North Central Missouri Regional	0
10	Buffalo	Buffalo Municipal	15
11	Butler	Butler Memorial	19
12	Cabool	Cabool Memorial	14
13	Camdenton	Camdenton Memorial	26
14	Cameron	Cameron Memorial	30
15	Campbell	Campbell Municipal	9
16	Cape Girardeau	Cape Girardeau Regional	63
17	Carrollton	Carrollton Memorial	2
18	Caruthersville	Caruthersville Memorial	5
19	Cassville	Cassville Municipal	12
20	Charleston	Mississippi County	5
21	Chillicothe	Chillicothe Municipal	20
22	Clinton	Clinton Memorial	37
23	Columbia	Columbia Regional	67
24	Cuba	Cuba Municipal	23
25	Dexter	Dexter Municipal	23
26	Doniphan	Doniphan Municipal	6
27	El Dorado Springs	El Dorado Springs Memorial	11
28	Eldon	Eldon Model Airpark	34
29	Excelsior Springs	Excelsior Springs Memorial	28
30	Farmington	Farmington Regional	31
31	Festus	Festus Memorial	40
32	Fredericktown	Fredericktown Regional	24
33	Fulton	Elton Hensley Memorial	51
34	Gainesville	Gainesville Memorial	3
35	Gideon	Gideon Memorial	1
36	Grain Valley	East Kansas City	120
37	Hannibal	Hannibal Municipal	21
38	Harrisonville	Lawrence Smith Memorial	51
39	Hermann	Hermann Municipal	6
40	Higginsville	Higginsville Industrial Municipal	23
41	Hornersville	Hornersville Memorial	2
42	Houston	Houston Memorial	26
43	Jefferson City	Jefferson City Memorial	71
44	Joplin	Joplin Regional	106
45	Kahoka	Kahoka Municipal	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	3
47	Kansas City	Charles B. Wheeler Downtown	304
48	Kennett	Kennett Memorial	20
49	Kirkville	Kirkville Regional	39



Chapter 4: Airport Roles





Chapter 4: Airport Roles

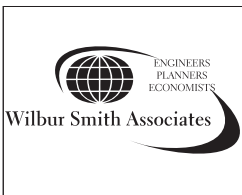


Table 4-1
Total Based Aircraft, Continued

SASP Code	Associated City	Airport	2002 Based Aircraft
50	Lamar	Lamar Municipal	17
51	Lebanon	Floyd W Jones	46
52	Lee's Summit	Lee's Summit Municipal	186
53	Lexington	Lexington Municipal	8
54	Lincoln	Lincoln Municipal	5
55	Linn	Linn State Technical College Airport	5
56	Macon	Macon-Fower Memorial	14
57	Malden	Malden Regional	10
58	Mansfield	Mansfield Municipal	6
59	Marble Hill	Twin City Airpark	5
60	Marshall	Marshall Memorial Municipal	21
61	Maryville	Northwest Missouri Regional	17
62	Memphis	Memphis Memorial	9
63	Mexico	Mexico Memorial	31
64	Moberly	Omar N Bradley	16
65	Monett	Monett Municipal	26
66	Monroe City	Monroe City Regional	35
67	Montgomery City	Montgomery-Wehrman	7
68	Monticello	Lewis County Regional	8
69	Mosby	Clay County Regional	55
70	Mount Vernon	Mount Vernon Municipal	3
71	Mountain Grove	Mountain Grove Memorial	16
72	Mountain View	Mountain View	30
73	Neosho	Hugh Robinson Memorial	31
74	Nevada	Nevada Municipal	10
75	New Madrid	County Memorial	12
76	Osage Beach	Grand Glaize	24
77	Osceola	Osceola Municipal	7
78	Ozark	Air Park South	15
79	Perryville	Perryville Municipal	20
80	Piedmont	Piedmont Municipal	7
81	Point Lookout	M Graham Clark	55
82	Poplar Bluff	Poplar Bluff Municipal	35
83	Potosi	Washington County	5
84	Princeton	Princeton-Kauffman Memorial	2
85	Richland	Richland Municipal	2
86	Rolla	Rolla Downtown	12
87	Rolla/Vichy	Rolla National	52
88	Saint Charles	Saint Charles	106
89	Saint Charles	Saint Charles County Smartt	91
90	Saint Clair	Saint Clair Regional	40
91	Saint Joseph	Rosecrans Memorial	100
92	Saint Louis	Creve Coeur	331
93	Saint Louis	Spirit Of Saint Louis	426
94	Salem	Salem Memorial	13
95	Sedalia	Sedalia Memorial	23
96	Shelbyville	Shelby County	0
97	Sikeston	Sikeston Memorial Municipal	33
98	Slater	Slater Memorial	31

**Table 4-1
Total Based Aircraft, Continued**

SASP Code	Associated City	Airport	2002 Based Aircraft
99	Springfield	Springfield-Branson Regional	115
100	Steele	Steele Municipal	5
101	Stockton	Stockton Municipal	8
102	Sullivan	Sullivan Regional	38
103	Tarkio	Gould Peterson Municipal	10
104	Thayer	Thayer Memorial	6
105	Trenton	Trenton Municipal	7
106	Unionville	Unionville Municipal	6
107	Van Buren	Bollinger Crass Memorial	0
108	Versailles	Roy Otten Memorial	25
109	Warrensburg	CMSU Max B Swisher Skyhaven	48
110	Warsaw	Warsaw Municipal	10
111	Washington	Washington Memorial	34
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	4
113	West Plains	West Plains Municipal	34
114	Willow Springs	Willow Springs Memorial	20

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library



Chapter 4: Airport Roles





Chapter 4: Airport Roles



Table 4-2
Fuel Facilities

SASP Code	Associated City	Airport	Jet Fuel	AvGas
1	Albany	Albany Municipal		✓
2	Aurora	Jerry Sumners Sr. Aurora Municipal		✓
3	Ava	Ava Bill Martin Memorial		
4	Bethany	Bethany Memorial		
5	Bismarck	Bismarck Memorial		✓
6	Bolivar	Bolivar Municipal	✓	✓
7	Boonville	Jesse Viertel Memorial	✓	✓
8	Bowling Green	Bowling Green Municipal		✓
9	Brookfield/Marceline	North Central Missouri Regional		
10	Buffalo	Buffalo Municipal		
11	Butler	Butler Memorial		✓
12	Cabool	Cabool Memorial		✓
13	Camdenton	Camdenton Memorial	✓	✓
14	Cameron	Cameron Memorial		✓
15	Campbell	Campbell Municipal		
16	Cape Girardeau	Cape Girardeau Regional	✓	✓
17	Carrollton	Carrollton Memorial		
18	Caruthersville	Caruthersville Memorial		✓
19	Cassville	Cassville Municipal		✓
20	Charleston	Mississippi County		✓
21	Chillicothe	Chillicothe Municipal		✓
22	Clinton	Clinton Memorial	✓	✓
23	Columbia	Columbia Regional	✓	✓
24	Cuba	Cuba Municipal		✓
25	Dexter	Dexter Municipal	✓	✓
26	Doniphan	Doniphan Municipal		
27	El Dorado Springs	El Dorado Springs Memorial		✓
28	Eldon	Eldon Model Airpark		✓
29	Excelsior Springs	Excelsior Springs Memorial		✓
30	Farmington	Farmington Regional	✓	✓
31	Festus	Festus Memorial		✓
32	Fredericktown	Fredericktown Regional	✓	✓
33	Fulton	Elton Hensley Memorial		✓
34	Gainesville	Gainesville Memorial		
35	Gideon	Gideon Memorial		
36	Grain Valley	East Kansas City	✓	✓
37	Hannibal	Hannibal Municipal		✓
38	Harrisonville	Lawrence Smith Memorial		✓
39	Hermann	Hermann Municipal		
40	Higginsville	Higginsville Industrial Municipal		✓
41	Hornersville	Hornersville Memorial		
42	Houston	Houston Memorial		✓

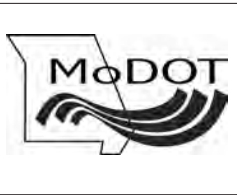
**Table 4-2
Fuel Facilities, Continued**

SASP Code	Associated City	Airport	Jet Fuel	AvGas
43	Jefferson City	Jefferson City Memorial	✓	✓
44	Joplin	Joplin Regional	✓	✓
45	Kahoka	Kahoka Municipal		
46	Kaiser/Lake Ozark	Lee C Fine Memorial	✓	✓
47	Kansas City	Kansas City Downtown	✓	✓
48	Kennett	Kennett Memorial	✓	✓
49	Kirksville	Kirksville Regional	✓	✓
50	Lamar	Lamar Municipal		✓
51	Lebanon	Floyd W Jones	✓	✓
52	Lee's Summit	Lee's Summit Municipal	✓	✓
53	Lexington	Lexington Municipal		✓
54	Lincoln	Lincoln Municipal		
55	Linn	Linn State Technical College Airport		
56	Macon	Macon-Power Memorial		✓
57	Malden	Malden Regional		✓
58	Mansfield	Mansfield Municipal		
59	Marble Hill	Twin City Airpark		✓
60	Marshall	Marshall Memorial Municipal		✓
61	Maryville	Northwest Missouri Regional		✓
62	Memphis	Memphis Memorial		✓
63	Mexico	Mexico Memorial	✓	✓
64	Moberly	Omar N Bradley	✓	✓
65	Monett	Monett Municipal	✓	✓
66	Monroe City	Monroe City Regional		✓
67	Montgomery City	Montgomery-Wehrman		✓
68	Monticello	Lewis County Regional		✓
69	Mosby	Clay County Regional	✓	✓
70	Mount Vernon	Mount Vernon Municipal		✓
71	Mountain Grove	Mountain Grove Memorial	✓	✓
72	Mountain View	Mountain View	✓	✓
73	Neosho	Hugh Robinson Memorial	✓	✓
74	Nevada	Nevada Municipal	✓	✓
75	New Madrid	County Memorial		✓
76	Osage Beach	Grand Glaize		✓
77	Osceola	Osceola Municipal		
78	Ozark	Air Park South		
79	Perryville	Perryville Municipal	✓	✓
80	Piedmont	Piedmont Municipal		✓
81	Point Lookout	M Graham Clark	✓	✓
82	Poplar Bluff	Poplar Bluff Municipal	✓	✓
83	Potosi	Washington County	✓	✓
84	Princeton	Princeton-Kauffman Memorial		



Chapter 4: Airport Roles





Chapter 4: Airport Roles

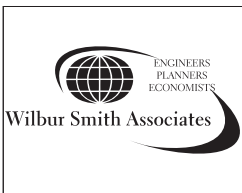


Table 4-2
Fuel Facilities, Continued

SASP Code	Associated City	Airport	Jet Fuel	AvGas
85	Richland	Richland Municipal		
86	Rolla	Rolla Downtown		
87	Rolla/Vichy	Rolla National	✓	✓
88	Saint Charles	Saint Charles		✓
89	Saint Charles	Saint Charles County Smartt		✓
90	Saint Clair	Saint Clair Regional		✓
91	Saint Joseph	Rosecrans Memorial	✓	✓
92	Saint Louis	Creve Coeur	✓	✓
93	Saint Louis	Spirit Of Saint Louis	✓	✓
94	Salem	Salem Memorial		✓
95	Sedalia	Sedalia Memorial	✓	✓
96	Shelbyville	Shelby County		
97	Sikeston	Sikeston Memorial Municipal	✓	✓
98	Slater	Slater Memorial		
99	Springfield	Springfield-Branson Regional	✓	✓
100	Steele	Steele Municipal		✓
101	Stockton	Stockton Municipal		✓
102	Sullivan	Sullivan Regional	✓	✓
103	Tarkio	Could Peterson Municipal		✓
104	Thayer	Thayer Memorial		✓
105	Trenton	Trenton Municipal	✓	✓
106	Unionville	Unionville Municipal		
107	Van Buren	Bollinger Crass Memorial		
108	Versailles	Roy Otten Memorial		✓
109	Warrensburg	Cmsu Max B Swisher Skyhaven	✓	✓
110	Warsaw	Warsaw Municipal		✓
111	Washington	Washington Memorial		✓
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	✓	✓
113	West Plains	West Plains Municipal	✓	✓
114	Willow Springs	Willow Springs Memorial		✓

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library

Table 4-3
Aviation Services

SASP Code	Associated City	Airport	Charter Service	Air Taxi	Hangar Rental	The Downs	Aircraft Rental	Aircraft Sales	Part-time Instr.	Full-time Instr.	Covered Overnight Storage	Jet Fuel	AvGAS	Aircraft Repair	Avionics Repair	Avionics Sales	U.S. Customs	Public Phone	Restroom	Restaurant	Vending	Part 135 Operator	Car Rental	Sky Diving	Courtesy Car	Foreign Trade Zone	Industrial Park	Snow Removal	FAA Test Center	Flight School	Deicing Facility
1	Albany	Albany Municipal																													
2	Aurora	Jerry Summers Sr. Aurora Municipal																													
3	Ava	Ava Bill Martin Memorial																													
4	Bethany	Bethany Memorial																													
5	Bismarck	Bismarck Memorial																													
6	Bolivar	Bolivar Municipal																													
7	Boonville	Jesse Vieta Memorial																													
8	Bowling Green	Bowling Green Municipal																													
9	Brookfield/Marceline	North Central Missouri Regional																													
10	Buffalo	Buffalo Municipal																													
11	Butler	Butler Memorial																													
12	Cabool	Cabool Memorial																													
13	Camdenton	Camdenton Memorial																													
14	Cameron	Cameron Memorial																													
15	Campbell	Campbell Municipal																													
16	Cape Girardeau	Cape Girardeau Regional																													
17	Carrollton	Carrollton Memorial																													
18	Cantharville	Cantharville Memorial																													
19	Cassville	Cassville Municipal																													
20	Charleston	Mississippi County																													
21	Chillicothe	Chillicothe Municipal																													
22	Clinton	Clinton Memorial																													
23	Columbia	Columbia Regional																													
24	Cuba	Cuba Municipal																													
25	Dexter	Dexter Municipal																													
26	Doniphan	Doniphan Municipal																													
27	El Dorado Springs	El Dorado Springs Memorial																													
28	Eldon	Eldon Model Airpark																													
29	Excelsior Springs	Excelsior Springs Memorial																													
30	Farmington	Farmington Regional																													
31	Festus	Festus Memorial																													



Chapter 4: Airport Roles





Chapter 4: Airport Roles

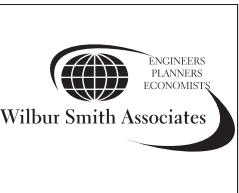


Table 4-3
Aviation Services, Continued

SASP Code	Associated City	Airport	Charter Service	Air Taxi	Hangar Rental	The Downs	Aircraft Rental	Aircraft Sales	Part-time Instr.	Full-time Instr.	Covered Overnight Storage	Jet Fuel	AvGAS	Aircraft Repair	Avionics Repair	Avionics Sales	U.S. Customs	Public Phone	Restroom	Restaurant	Vending	Part 135 Operator	Car Rental	Sky Diving	Courtesy Car	Foreign Trade Zone	Industrial Park	Snow Removal	FAA Test Center	Flight School	Deicing Facility		
32	Fredericktown	Fredericktown Regional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
33	Fulton	Elton Hensley Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
34	Gainessville	Gainessville Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
35	Gideon	Gideon Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
36	Grain Valley	East Kansas City	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
37	Hannibal	Hannibal Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
38	Harrisonville	Lawrence Smith Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
39	Hermann	Hermann Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
40	Higginsville	Higginsville Industrial Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
41	Hornersville	Hornersville Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
42	Houston	Houston Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
43	Jefferson City	Jefferson City Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
44	Joplin	Joplin Regional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
45	Kahoka	Kahoka Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
47	Kansas City	Kansas City Downtown	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
48	Kennett	Kennett Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
49	Kirksville	Kirksville Regional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
50	Lamar	Lamar Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
51	Lebanon	Floyd W Jones	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
52	Lee's Summit	Lee's Summit Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
53	Lexington	Lexington Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
54	Lincoln	Lincoln Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
55	Linn	Linn State Technical College Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
56	Macon	Macon-Fowler Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
57	Malden	Malden Regional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
58	Mansfield	Mansfield Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
59	Marble Hill	Twin City Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
60	Marshall	Marshall Memorial Municipal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
61	Mayville	Northwest Missouri Regional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
62	Memphis	Memphis Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
63	Mexico	Mexico Memorial	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table 4-3
Aviation Services, Continued

SASP Code	Associated City	Airport	Charter Service	Air Taxi	Hangar Rental	The Downs	Aircraft Rental	Aircraft Sales	Full-time Instr.	Part-time Instr.	Covered Overnight Storage	Jet Fuel	AVGAS	Aircraft Repair	Avionics Repair	Avionics Sales	U.S. Customs	Public Phone	Restroom	Restaurant	Vending	Part 135 Operator	Car Rental	Sky Diving	Courtesy Car	Foreign Trade Zone	Industrial Park	Snow Removal	FAA Test Center	Flight School	Deicing Facility
64	Moberly	Onar N Bradley																													
65	Monett	Monett Municipal																													
66	Monroe City	Monroe City Regional																													
67	Montgomery City	Montgomery-Wehman																													
68	Monticello	Lewis County Regional																													
69	Mosby	Clay County Regional																													
70	Mount Vernon	Mount Vernon Municipal																													
71	Mountain Grove	Mountain Grove Memorial																													
72	Mountain View	Mountain View																													
73	Neosho	Hugh Robinson Memorial																													
74	Nevada	Nevada Municipal																													
75	New Madrid	County Memorial																													
76	Osage Beach	Grand Glaize																													
77	Osceola	Osceola Municipal																													
78	Ozark	Air Park South																													
79	Perryville	Perryville Municipal																													
80	Piedmont	Piedmont Municipal																													
81	Point Lookout	M. Graham Clark																													
82	Poplar Bluff	Poplar Bluff Municipal																													
83	Potosi	Washington County																													
84	Princeton	Princeton Kauffman Memorial																													
85	Richland	Richland Municipal																													
86	Rolla	Rolla Downtown																													
87	Rolla/Vichy	Rolla National																													
88	Saint Charles	Saint Charles																													
89	Saint Charles	Saint Charles County Smartt																													
90	Saint Clair	Saint Clair Regional																													
91	Saint Joseph	Rosecrans Memorial																													
92	Saint Louis	Creve Coeur																													
93	Saint Louis	Spirit Of Saint Louis																													
94	Salem	Salem Memorial																													
95	Sedalia	Sedalia Memorial																													



Chapter 4: Airport Roles





Chapter 4: Airport Roles



Table 4-3
Aviation Services, Continued

SASP Code	Associated City	Airport	Charter Service	Air Taxi	Hangar Rental	The Downs	Aircraft Rental	Aircraft Sales	Part-time Instr.	Full-time Instr.	Covered Overnight Storage	Jet Fuel	AvGAS	Aircraft Repair	Avionics Repair	Avionics Sales	U.S. Customs	Public Phone	Restroom	Restaurant	Vending	Part 135 Operator	Car Rental	Sky Diving	Courtesy Car	Foreign Trade Zone	Industrial Park	Snow Removal	FAA Test Center	Flight School	Deicing Facility
96	Shelbyville	Shelby County																													
97	Sikeston	Sikeston Memorial Municipal																													
98	Slater	Slater Memorial																													
99	Springfield	Springfield-Branson Regional																													
100	Steele	Steele Municipal																													
101	Stockton	Stockton Municipal																													
102	Sullivan	Sullivan Regional																													
103	Tarkio	Gould Peterson Municipal																													
104	Thayer	Thayer Memorial																													
105	Trenton	Trenton Municipal																													
106	Unionville	Unionville Municipal																													
107	Van Buren	Bollinger Crass Memorial																													
108	Versailles	Roy Otten Memorial																													
109	Warrensburg	Cmsu Max B Swisher Skyhaven																													
110	Warsaw	Warsaw Municipal																													
111	Washington	Washington Memorial																													
112	Waynesville	Waynesville (Regional Apt At Fomey Fid)																													
113	West Plains	West Plains Municipal																													
114	Willow Springs	Willow Springs Memorial																													

Source: Airport Inventory, FAA (5010) Inspection Form, BWR Library

Table 4-4
Net Taxable Sales

SASP Code	Associated City	Airport	Taxable Sales
1	Albany	Albany Municipal	Low
2	Aurora	Jerry Sumners Sr. Aurora Municipal	Medium
3	Ava	Ava Bill Martin Memorial	Medium
4	Bethany	Bethany Memorial	Medium
5	Bismarck	Bismarck Memorial	Low
6	Bolivar	Bolivar Municipal	Medium
7	Boonville	Jesse Viertel Memorial	Medium
8	Bowling Green	Bowling Green Municipal	Medium
9	Brookfield/Marceline	North Central Missouri Regional	Medium
10	Buffalo	Buffalo Municipal	Medium
11	Butler	Butler Memorial	Medium
12	Cabool	Cabool Memorial	Low
13	Camdenton	Camdenton Memorial	Medium
14	Cameron	Cameron Memorial	Medium
15	Campbell	Campbell Municipal	Low
16	Cape Girardeau	Cape Girardeau Regional	High
17	Carrollton	Carrollton Memorial	Medium
18	Caruthersville	Caruthersville Memorial	Medium
19	Cassville	Cassville Municipal	Medium
20	Charleston	Mississippi County	Medium
21	Chillicothe	Chillicothe Municipal	Medium
22	Clinton	Clinton Memorial	Medium
23	Columbia	Columbia Regional	High
24	Cuba	Cuba Municipal	Medium
25	Dexter	Dexter Municipal	Medium
26	Doniphan	Doniphan Municipal	Medium
27	El Dorado Springs	El Dorado Springs Memorial	Medium
28	Eldon	Eldon Model Airpark	Medium
29	Excelsior Springs	Excelsior Springs Memorial	Medium
30	Farmington	Farmington Regional	Medium
31	Festus	Festus Memorial	Medium
32	Fredericktown	Fredericktown Regional	Medium
33	Fulton	Elton Hensley Memorial	Medium
34	Gainesville	Gainesville Memorial	Low
35	Gideon	Gideon Memorial	Low
36	Grain Valley	East Kansas City	Medium
37	Hannibal	Hannibal Municipal	Medium
38	Harrisonville	Lawrence Smith Memorial	Medium
39	Hermann	Hermann Municipal	Medium
40	Higginsville	Higginsville Industrial Municipal	Medium
41	Hornersville	Hornersville Memorial	Low
42	Houston	Houston Memorial	Medium
43	Jefferson City	Jefferson City Memorial	High
44	Joplin	Joplin Regional	High
45	Kahoka	Kahoka Municipal	Low
46	Kaiser/Lake Ozark	Lee C Fine Memorial	Medium
47	Kansas City	Charles B. Wheeler Downtown	High
48	Kennett	Kennett Memorial	Medium
49	Kirksville	Kirksville Regional	Medium
50	Lamar	Lamar Municipal	Medium



Chapter 4: Airport Roles





Chapter 4: Airport Roles



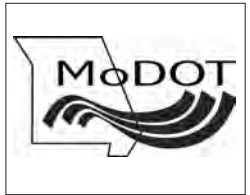
Table 4-4
Net Taxable Sales, Continued

SASP Code	Associated City	Airport	Taxable Sales
51	Lebanon	Floyd W Jones	Medium
52	Lee's Summit	Lee's Summit Municipal	High
53	Lexington	Lexington Municipal	Medium
54	Lincoln	Lincoln Municipal	Low
55	Linn	Linn State Technical College Airport	Low
56	Macon	Macon-Fower Memorial	Medium
57	Malden	Malden Regional	Medium
58	Mansfield	Mansfield Municipal	Low
59	Marble Hill	Twin City Airpark	Low
60	Marshall	Marshall Memorial Municipal	Medium
61	Maryville	Northwest Missouri Regional	Medium
62	Memphis	Memphis Memorial	Low
63	Mexico	Mexico Memorial	Medium
64	Moberly	Omar N Bradley	Medium
65	Monett	Monett Municipal	Medium
66	Monroe City	Monroe City Regional	Medium
67	Montgomery City	Montgomery-Wehrman	Medium
68	Monticello	Lewis County Regional	Low
69	Mosby	Clay County Regional	Low
70	Mount Vernon	Mount Vernon Municipal	Medium
71	Mountain Grove	Mountain Grove Memorial	Medium
72	Mountain View	Mountain View	Medium
73	Neosho	Hugh Robinson Memorial	Medium
74	Nevada	Nevada Municipal	Medium
75	New Madrid	County Memorial	Low
76	Osage Beach	Grand Glaize	Medium
77	Osceola	Osceola Municipal	Low
78	Ozark	Air Park South	Medium
79	Perryville	Perryville Municipal	Medium
80	Piedmont	Piedmont Municipal	Medium
81	Point Lookout	M Graham Clark	Low
82	Poplar Bluff	Poplar Bluff Municipal	Medium
83	Potosi	Washington County	Medium
84	Princeton	Princeton-Kauffman Memorial	Low
85	Richland	Richland Municipal	Low
86	Rolla	Rolla Downtown	Medium
87	Rolla/Vichy	Rolla National	Medium
88	Saint Charles	Saint Charles	High
89	Saint Charles	Saint Charles County Smartt	High
90	Saint Clair	Saint Clair Regional	Medium
91	Saint Joseph	Rosecrans Memorial	High
92	Saint Louis	Creve Coeur	High
93	Saint Louis	Spirit Of Saint Louis	High
94	Salem	Salem Memorial	Medium
95	Sedalia	Sedalia Memorial	Medium
96	Shelbyville	Shelby County	Low
97	Sikeston	Sikeston Memorial Municipal	Medium
98	Slater	Slater Memorial	Low
99	Springfield	Springfield-Branson Regional	High
100	Steele	Steele Municipal	Low

Table 4-4
Net Taxable Sales, Continued

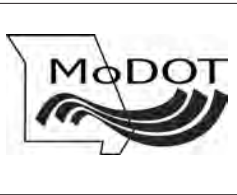
SASP Code	Associated City	Airport	Taxable Sales
101	Stockton	Stockton Municipal	Low
102	Sullivan	Sullivan Regional	Medium
103	Tarkio	Gould Peterson Municipal	Low
104	Thayer	Thayer Memorial	Low
105	Trenton	Trenton Municipal	Medium
106	Unionville	Unionville Municipal	Low
107	Van Buren	Bollinger Crass Memorial	Low
108	Versailles	Roy Otten Memorial	Medium
109	Warrensburg	CMSU Max B Swisher Skyhaven	Medium
110	Warsaw	Warsaw Municipal	Medium
111	Washington	Washington Memorial	Medium
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	Medium
113	West Plains	West Plains Municipal	Medium
114	Willow Springs	Willow Springs Memorial	Low

Source: Missouri Department of Revenue's 2002 Tax & Fee Distribution Report.

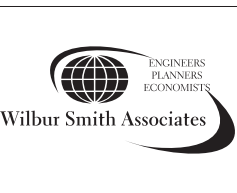


Chapter 4: Airport Roles





Chapter 4: Airport Roles



in taxable sales and only five communities were noted as having less than \$100,000 in taxable sales in 2002.

Accessibility

Airports were evaluated based on several factors that measured the overall accessibility of the facility to population, pilots and business centers throughout Missouri. Thirty minute drive times were used as an indicator based on the FAA's use of this measure for eligibility for the National Plan of Integrated Airport Systems (NPIAS). These drive times were created in GIS, with the road network for the mapping from the Missouri Spatial Data Information Service (MSDIS).

The quantity and quality of the roads leading to each airport were considered in the GIS analysis. Posted speed limits and non-peak driving conditions were used. The classifications and associated speeds limits used are as follows:

- ❑ Primary Highways with Limited Access – 70 mph
- ❑ Primary Roads without Limited Access – 55 mph
- ❑ Secondary and Connecting Roads – 45 mph
- ❑ Local/Neighborhood/Rural Roads – 35 mph

Demand for both aviation and aviation-related services are typically correlated with various socio-economic/demographic indicators such as population and employment/business activity. In addition, higher concentrations of pilots usually signal higher demand levels and greater rates of airport utilization. Airports within close proximity to a paved highway, specifically a four-lane paved highway, tend to have higher rates of utilization and also contribute to the State's multimodal accessibility. Socio-economic, pilot, and access data were obtained from the Airport Inventory and Data Survey form completed by the airports, Woods and Poole, Inc., New Leads USA, AIRPAC Plane CD, and Wilbur Smith Associates. The specific accessibility measures that were examined include the following:

- ❑ **Population within a 30-Minute Drive Time** – Airports were rated based on block group data of total population within a 30-minute drive time of each Missouri airport.
- ❑ **Surface Access to Airport** – Airports were rated based on the type of surface access available to the airports that range from four-lane State routes to one-lane gravel roads. Surface access was further defined as the road that provides direct access to an airport's entrance road. Data was collected from airports during the inventory effort and GIS analysis.
- ❑ **Businesses within a 30-Minute Drive Time** – Airports were rated based on the estimated number of businesses that have the propensity to use general aviation within a 30-minute drive time of each Missouri airport.
- ❑ **Pilots within a 30-Minute Drive Time** – Airports were rated based on the estimated number of pilots within a 30-minute drive time of each Missouri airport.

Tables 4-5 thru 4-8 show the data for the above referenced accessibility measures. Key points worth noting include that population coverage within a 30-minute drive time of any given airport range from 8,900 to 1,957,000 people; businesses within the same drive time range two to 2,000; and finally, pilots within the given drive time of an airport vary from 14 pilots to approximately 4,000.

Table 4-5
Population within a 30-Minute Drive Time

SASP Code	Associated City	Airport	Population
1	Albany	Albany Municipal	17,070
2	Aurora	Jerry Sumners Sr. Aurora Municipal	254,917
3	Ava	Ava Bill Martin Memorial	24,568
4	Bethany	Bethany Memorial	18,208
5	Bismarck	Bismarck Memorial	86,350
6	Bolivar	Bolivar Municipal	40,710
7	Boonville	Jesse Viertel Memorial	144,440
8	Bowling Green	Bowling Green Municipal	45,490
9	Brookfield/Marceline	North Central Missouri Regional	23,820
10	Buffalo	Buffalo Municipal	49,825
11	Butler	Butler Memorial	44,009
12	Cabool	Cabool Memorial	47,106
13	Camdenton	Camdenton Memorial	71,109
14	Cameron	Cameron Memorial	64,299
15	Campbell	Campbell Municipal	37,802
16	Cape Girardeau	Cape Girardeau Regional	114,690
17	Carrollton	Carrollton Memorial	29,469
18	Caruthersville	Caruthersville Memorial	26,010
19	Cassville	Cassville Municipal	39,788
20	Charleston	Mississippi County	47,244
21	Chillicothe	Chillicothe Municipal	32,223
22	Clinton	Clinton Memorial	31,183
23	Columbia	Columbia Regional	206,246
24	Cuba	Cuba Municipal	84,715
25	Dexter	Dexter Municipal	72,132
26	Doniphan	Doniphan Municipal	26,687
27	El Dorado Springs	El Dorado Springs Memorial	33,540
28	Eldon	Eldon Model Airpark	86,715
29	Excelsior Springs	Excelsior Springs Memorial	719,645
30	Farmington	Farmington Regional	95,237
31	Festus	Festus Memorial	1,881,570
32	Fredericktown	Fredericktown Regional	65,207
33	Fulton	Elton Hensley Memorial	190,418
34	Gainesville	Gainesville Memorial	13,444
35	Gideon	Gideon Memorial	47,218
36	Grain Valley	East Kansas City	929,254
37	Hannibal	Hannibal Municipal	42,119
38	Harrisonville	Lawrence Smith Memorial	272,712
39	Hermann	Hermann Municipal	35,422
40	Higginsville	Higginsville Industrial Municipal	53,038
41	Hornersville	Hornersville Memorial	26,053
42	Houston	Houston Memorial	34,103
43	Jefferson City	Jefferson City Memorial	151,473
44	Joplin	Joplin Regional	148,321
45	Kahoka	Kahoka Municipal	11,339
46	Kaiser/Lake Ozark	Lee C Fine Memorial	59,026
47	Kansas City	Charles B. Wheeler Downtown	921,141
48	Kennett	Kennett Memorial	42,296
49	Kirksville	Kirksville Regional	32,566
50	Lamar	Lamar Municipal	156,318



Chapter 4: Airport Roles





Chapter 4: Airport Roles

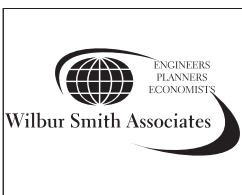


Table 4-5
Population within a 30-Minute Drive Time, Continued

SASP Code	Associated City	Airport	Population
51	Lebanon	Floyd W Jones	68,470
52	Lee's Summit	Lee's Summit Municipal	871,029
53	Lexington	Lexington Municipal	64,022
54	Lincoln	Lincoln Municipal	56,646
55	Linn	Linn State Technical College Airport	76,215
56	Macon	Macon-Fower Memorial	46,290
57	Malden	Malden Regional	48,890
58	Mansfield	Mansfield Municipal	38,605
59	Marble Hill	Twin City Airpark	35,284
60	Marshall	Marshall Memorial Municipal	36,409
61	Maryville	Northwest Missouri Regional	25,171
62	Memphis	Memphis Memorial	10,594
63	Mexico	Mexico Memorial	64,681
64	Moberly	Omar N Bradley	55,519
65	Monett	Monett Municipal	96,995
66	Monroe City	Monroe City Regional	44,397
67	Montgomery City	Montgomery-Wehrman	20,786
68	Monticello	Lewis County Regional	14,208
69	Mosby	Clay County Regional	852,826
70	Mount Vernon	Mount Vernon Municipal	166,244
71	Mountain Grove	Mountain Grove Memorial	33,040
72	Mountain View	Mountain View	35,875
73	Neosho	Hugh Robinson Memorial	152,955
74	Nevada	Nevada Municipal	40,816
75	New Madrid	County Memorial	64,054
76	Osage Beach	Grand Glaize	67,478
77	Osceola	Osceola Municipal	19,212
78	Ozark	Air Park South	341,001
79	Perryville	Perryville Municipal	25,770
80	Piedmont	Piedmont Municipal	15,883
81	Point Lookout	M Graham Clark	63,080
82	Poplar Bluff	Poplar Bluff Municipal	109,725
83	Potosi	Washington County	120,352
84	Princeton	Princeton-Kauffman Memorial	13,513
85	Richland	Richland Municipal	71,225
86	Rolla	Rolla Downtown	89,199
87	Rolla/Vichy	Rolla National	60,793
88	Saint Charles	Saint Charles	1,957,075
89	Saint Charles	Saint Charles County Smartt	1,948,892
90	Saint Clair	Saint Clair Regional	1,878,829
91	Saint Joseph	Rosecrans Memorial	109,179
92	Saint Louis	Creve Coeur	1,951,165
93	Saint Louis	Spirit Of Saint Louis	1,668,249
94	Salem	Salem Memorial	23,821
95	Sedalia	Sedalia Memorial	61,062
96	Shelbyville	Shelby County	12,818
97	Sikeston	Sikeston Memorial Municipal	90,786
98	Slater	Slater Memorial	27,360
99	Springfield	Springfield-Branson Regional	343,194
100	Steele	Steele Municipal	40,202

Table 4-5
Population within a 30-Minute Drive Time, Continued

SASP Code	Associated City	Airport	Population
101	Stockton	Stockton Municipal	24,518
102	Sullivan	Sullivan Regional	136,934
103	Tarkio	Gould Peterson Municipal	11,291
104	Thayer	Thayer Memorial	13,262
105	Trenton	Trenton Municipal	27,592
106	Unionville	Unionville Municipal	8,963
107	Van Buren	Bollinger Crass Memorial	15,764
108	Versailles	Roy Otten Memorial	53,866
109	Warrensburg	CMSU Max B Swisher Skyhaven	69,866
110	Warsaw	Warsaw Municipal	49,869
111	Washington	Washington Memorial	1,841,637
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	52,009
113	West Plains	West Plains Municipal	51,146
114	Willow Springs	Willow Springs Memorial	54,342

Source: Woods and Poole, Inc.



Chapter 4: Airport Roles





Chapter 4: Airport Roles

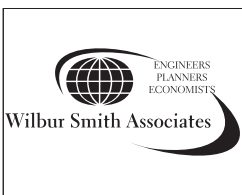


Table 4-6
Surface Access to Airport

SASP Code	Associated City	Airport	Surface Access
1	Albany	Albany Municipal	2-Ln, Paved
2	Aurora	Jerry Sumners Sr. Aurora Municipal	2-Ln, Paved
3	Ava	Ava Bill Martin Memorial	2-Ln, Paved
4	Bethany	Bethany Memorial	2-Ln, Paved
5	Bismarck	Bismarck Memorial	2-Ln, Paved
6	Bolivar	Bolivar Municipal	2-Ln, Paved
7	Boonville	Jesse Viertel Memorial	2-Ln, Paved
8	Bowling Green	Bowling Green Municipal	4-Ln, Paved
9	Brookfield/Marceline	North Central Missouri Regional	4-Ln, Paved
10	Buffalo	Buffalo Municipal	2-Ln, Unpaved
11	Butler	Butler Memorial	2-Ln, Paved
12	Cabool	Cabool Memorial	2-Ln, Paved
13	Camdenton	Camdenton Memorial	2-Ln, Paved
14	Cameron	Cameron Memorial	2-Ln, Paved
15	Campbell	Campbell Municipal	2-Ln, Paved
16	Cape Girardeau	Cape Girardeau Regional	2-Ln, Paved
17	Carrollton	Carrollton Memorial	2-Ln, Paved
18	Caruthersville	Caruthersville Memorial	2-Ln, Paved
19	Cassville	Cassville Municipal	2-Ln, Paved
20	Charleston	Mississippi County	2-Ln, Paved
21	Chillicothe	Chillicothe Municipal	4-Ln, Paved
22	Clinton	Clinton Memorial	2-Ln, Paved
23	Columbia	Columbia Regional	2-Ln, Paved
24	Cuba	Cuba Municipal	2-Ln, Paved
25	Dexter	Dexter Municipal	2-Ln, Paved
26	Doniphan	Doniphan Municipal	1-Ln, Unpaved
27	El Dorado Springs	El Dorado Springs Memorial	2-Ln, Paved
28	Eldon	Eldon Model Airpark	2-Ln, Paved
29	Excelsior Springs	Excelsior Springs Memorial	2-Ln, Paved
30	Farmington	Farmington Regional	2-Ln, Paved
31	Festus	Festus Memorial	2-Ln, Paved
32	Fredericktown	Fredericktown Regional	2-Ln, Paved
33	Fulton	Elton Hensley Memorial	2-Ln, Paved
34	Gainesville	Gainesville Memorial	2-Ln, Paved
35	Gideon	Gideon Memorial	2-Ln, Paved
36	Grain Valley	East Kansas City	2-Ln, Paved
37	Hannibal	Hannibal Municipal	2-Ln, Paved
38	Harrisonville	Lawrence Smith Memorial	4-Ln, Paved
39	Hermann	Hermann Municipal	2-Ln, Unpaved
40	Higginsville	Higginsville Industrial Municipal	2-Ln, Paved
41	Homersville	Homersville Memorial	2-Ln, Paved
42	Houston	Houston Memorial	2-Ln, Paved
43	Jefferson City	Jefferson City Memorial	2-Ln, Paved
44	Joplin	Joplin Regional	4-Ln, Paved
45	Kahoka	Kahoka Municipal	2-Ln, Paved
46	Kaiser/Lake Ozark	Lee C Fine Memorial	2-Ln, Paved
47	Kansas City	Charles B. Wheeler Downtown	4-Ln, Paved
48	Kennett	Kennett Memorial	2-Ln, Paved
49	Kirkville	Kirkville Regional	4-Ln, Paved
50	Lamar	Lamar Municipal	2-Ln, Paved

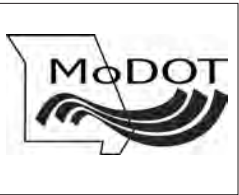
Table 4-6
Surface Access to Airport, Continued

SASP Code	Associated City	Airport	Surface Access
51	Lebanon	Floyd W Jones	2-Ln, Paved
52	Lee's Summit	Lee's Summit Municipal	2-Ln, Paved
53	Lexington	Lexington Municipal	2-Ln, Paved
54	Lincoln	Lincoln Municipal	2-Ln, Paved
55	Linn	Linn State Technical College Airport	2-Ln, Paved
56	Macon	Macon-Fower Memorial	2-Ln, Paved
57	Malden	Malden Regional	2-Ln, Paved
58	Mansfield	Mansfield Municipal	2-Ln, Gravel
59	Marble Hill	Twin City Airpark	2-Ln, Paved
60	Marshall	Marshall Memorial Municipal	2-Ln, Paved
61	Maryville	Northwest Missouri Regional	2-Ln, Paved
62	Memphis	Memphis Memorial	2-Ln, Paved
63	Mexico	Mexico Memorial	2-Ln, Paved
64	Moberly	Omar N Bradley	2-Ln, Paved
65	Monett	Monett Municipal	2-Ln, Paved
66	Monroe City	Monroe City Regional	2-Ln, Unpaved
67	Montgomery City	Montgomery-Wehrman	2-Ln, Unpaved
68	Monticello	Lewis County Regional	2-Ln, Paved
69	Mosby	Clay County Regional	2-Ln, Paved
70	Mount Vernon	Mount Vernon Municipal	2-Ln, Paved
71	Mountain Grove	Mountain Grove Memorial	2-Ln, Paved
72	Mountain View	Mountain View	2-Ln, Paved
73	Neosho	Hugh Robinson Memorial	2-Ln, Paved
74	Nevada	Nevada Municipal	2-Ln, Paved
75	New Madrid	County Memorial	2-Ln, Unpaved
76	Osage Beach	Grand Glaize	2-Ln, Paved
77	Osceola	Osceola Municipal	2-Ln, Paved
78	Ozark	Air Park South	2-Ln, Paved
79	Perryville	Perryville Municipal	2-Ln, Paved
80	Piedmont	Piedmont Municipal	2-Ln, Paved
81	Point Lookout	M Graham Clark	2-Ln, Paved
82	Poplar Bluff	Poplar Bluff Municipal	2-Ln, Paved
83	Potosi	Washington County	2-Ln, Paved
84	Princeton	Princeton-Kauffman Memorial	2-Ln, Gravel
85	Richland	Richland Municipal	2-Ln, Unpaved
86	Rolla	Rolla Downtown	2-Ln, Paved
87	Rolla/Vichy	Rolla National	2-Ln, Paved
88	Saint Charles	Saint Charles	2-Ln, Paved
89	Saint Charles	Saint Charles County Smartt	2-Ln, Paved
90	Saint Clair	Saint Clair Regional	2-Ln, Paved
91	Saint Joseph	Rosecrans Memorial	2-Ln, Paved
92	Saint Louis	Creve Coeur	4-Ln, Paved
93	Saint Louis	Spirit Of Saint Louis	4-Ln, Paved
94	Salem	Salem Memorial	2-Ln, Paved
95	Sedalia	Sedalia Memorial	2-Ln, Paved
96	Shelbyville	Shelby County	2-Ln, Gravel
97	Sikeston	Sikeston Memorial Municipal	2-Ln, Paved
98	Slater	Slater Memorial	2-Ln, Paved
99	Springfield	Springfield-Branson Regional	4-Ln, Paved
100	Steele	Steele Municipal	2-Ln, Paved



Chapter 4: Airport Roles





Chapter 4: Airport Roles



Table 4-6
Surface Access to Airport, Continued

SASP Code	Associated City	Airport	Surface Access
101	Stockton	Stockton Municipal	2-Ln, Paved
102	Sullivan	Sullivan Regional	2-Ln, Paved
103	Tarkio	Gould Peterson Municipal	2-Ln, Paved
104	Thayer	Thayer Memorial	2-Ln, Paved
105	Trenton	Trenton Municipal	2-Ln, Paved
106	Unionville	Unionville Municipal	2-Ln, Unpaved
107	Van Buren	Bollinger Crass Memorial	2-Ln, Gravel
108	Versailles	Roy Otten Memorial	2-Ln, Paved
109	Warrensburg	CMSU Max B Swisher Skyhaven	4-Ln, Paved
110	Warsaw	Warsaw Municipal	2-Ln, Paved
111	Washington	Washington Memorial	2-Ln, Paved
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	2-Ln, Paved
113	West Plains	West Plains Municipal	4-Ln, Paved
114	Willow Springs	Willow Springs Memorial	2-Ln, Paved

Source: Airport Inventory and Data Survey

Table 4-7
Businesses within a 30-Minute Drive Time

SASP Code	Associated City	Airport	Number of Businesses
1	Albany	Albany Municipal	8
2	Aurora	Jerry Sumners Sr. Aurora Municipal	267
3	Ava	Ava Bill Martin Memorial	7
4	Bethany	Bethany Memorial	5
5	Bismarck	Bismarck Memorial	39
6	Bolivar	Bolivar Municipal	9
7	Boonville	Jesse Viertel Memorial	98
8	Bowling Green	Bowling Green Municipal	53
9	Brookfield/Marceline	North Central Missouri Regional	19
10	Buffalo	Buffalo Municipal	14
11	Butler	Butler Memorial	27
12	Cabool	Cabool Memorial	27
13	Camdenton	Camdenton Memorial	86
14	Cameron	Cameron Memorial	23
15	Campbell	Campbell Municipal	25
16	Cape Girardeau	Cape Girardeau Regional	164
17	Carrollton	Carrollton Memorial	17
18	Caruthersville	Caruthersville Memorial	20
19	Cassville	Cassville Municipal	25
20	Charleston	Mississippi County	83
21	Chillicothe	Chillicothe Municipal	27
22	Clinton	Clinton Memorial	16
23	Columbia	Columbia Regional	185
24	Cuba	Cuba Municipal	71
25	Dexter	Dexter Municipal	119
26	Doniphan	Doniphan Municipal	42
27	El Dorado Springs	El Dorado Springs Memorial	15
28	Eldon	Eldon Model Airpark	90
29	Excelsior Springs	Excelsior Springs Memorial	719
30	Farmington	Farmington Regional	48
31	Festus	Festus Memorial	2,167
32	Fredericktown	Fredericktown Regional	36
33	Fulton	Elton Hensley Memorial	174
34	Gainesville	Gainesville Memorial	5
35	Gideon	Gideon Memorial	38
36	Grain Valley	East Kansas City	913
37	Hannibal	Hannibal Municipal	49
38	Harrisonville	Lawrence Smith Memorial	98
39	Hermann	Hermann Municipal	43
40	Higginsville	Higginsville Industrial Municipal	23
41	Homersville	Homersville Memorial	20
42	Houston	Houston Memorial	19
43	Jefferson City	Jefferson City Memorial	133
44	Joplin	Joplin Regional	123
45	Kahoka	Kahoka Municipal	4
46	Kaiser/Lake Ozark	Lee C Fine Memorial	64
47	Kansas City	Charles B. Wheeler Downtown	926
48	Kennett	Kennett Memorial	12
49	Kirksville	Kirksville Regional	19
50	Lamar	Lamar Municipal	126



Chapter 4: Airport Roles





Chapter 4: Airport Roles



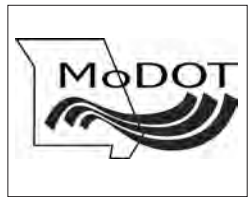
Table 4-7
Businesses within a 30-Minute Drive Time, Continued

SASP Code	Associated City	Airport	Number of Businesses
51	Lebanon	Floyd W Jones	43
52	Lee's Summit	Lee's Summit Municipal	926
53	Lexington	Lexington Municipal	23
54	Lincoln	Lincoln Municipal	46
55	Linn	Linn State Technical College Airport	92
56	Macon	Macon-Fower Memorial	22
57	Malden	Malden Regional	55
58	Mansfield	Mansfield Municipal	12
59	Marble Hill	Twin City Airpark	14
60	Marshall	Marshall Memorial Municipal	18
61	Maryville	Northwest Missouri Regional	12
62	Memphis	Memphis Memorial	7
63	Mexico	Mexico Memorial	27
64	Moberly	Omar N Bradley	19
65	Monett	Monett Municipal	66
66	Monroe City	Monroe City Regional	42
67	Montgomery City	Montgomery-Wehrman	16
68	Monticello	Lewis County Regional	4
69	Mosby	Clay County Regional	855
70	Mount Vernon	Mount Vernon Municipal	136
71	Mountain Grove	Mountain Grove Memorial	14
72	Mountain View	Mountain View	27
73	Neosho	Hugh Robinson Memorial	138
74	Nevada	Nevada Municipal	16
75	New Madrid	County Memorial	84
76	Osage Beach	Grand Glaize	64
77	Osceola	Osceola Municipal	5
78	Ozark	Air Park South	430
79	Perryville	Perryville Municipal	30
80	Piedmont	Piedmont Municipal	2
81	Point Lookout	M Graham Clark	87
82	Poplar Bluff	Poplar Bluff Municipal	99
83	Potosi	Washington County	66
84	Princeton	Princeton-Kauffman Memorial	6
85	Richland	Richland Municipal	43
86	Rolla	Rolla Downtown	42
87	Rolla/Vichy	Rolla National	35
88	Saint Charles	Saint Charles	2,250
89	Saint Charles	Saint Charles County Smartt	2,133
90	Saint Clair	Saint Clair Regional	2,210
91	Saint Joseph	Rosecrans Memorial	96
92	Saint Louis	Creve Coeur	2,252
93	Saint Louis	Spirit Of Saint Louis	2,254
94	Salem	Salem Memorial	14
95	Sedalia	Sedalia Memorial	44
96	Shelbyville	Shelby County	7
97	Sikeston	Sikeston Memorial Municipal	176
98	Slater	Slater Memorial	13
99	Springfield	Springfield-Branson Regional	383
100	Steele	Steele Municipal	17

Table 4-7
Businesses within a 30-Minute Drive Time, Continued

SASP Code	Associated City	Airport	Number of Businesses
101	Stockton	Stockton Municipal	5
102	Sullivan	Sullivan Regional	118
103	Tarkio	Could Peterson Municipal	7
104	Thayer	Thayer Memorial	14
105	Trenton	Trenton Municipal	22
106	Unionville	Unionville Municipal	4
107	Van Buren	Bollinger Crass Memorial	9
108	Versailles	Roy Otten Memorial	42
109	Warrensburg	CMSU Max B Swisher Skyhaven	23
110	Warsaw	Warsaw Municipal	38
111	Washington	Washington Memorial	2,189
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	25
113	West Plains	West Plains Municipal	31
114	Willow Springs	Willow Springs Memorial	33

Source: Woods and Poole, Inc. and Airport Inventory and Data Survey



Chapter 4: Airport Roles





Chapter 4: Airport Roles

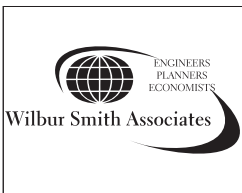


Table 4-8
Pilots within a 30-Minute Drive Time

SASP Code	Associated City	Airport	Number of Pilots
1	Albany	Albany Municipal	34
2	Aurora	Jerry Sumners Sr. Aurora Municipal	332
3	Ava	Ava Bill Martin Memorial	45
4	Bethany	Bethany Memorial	28
5	Bismarck	Bismarck Memorial	72
6	Bolivar	Bolivar Municipal	101
7	Boonville	Jesse Viertel Memorial	206
8	Bowling Green	Bowling Green Municipal	106
9	Brookfield/Marceline	North Central Missouri Regional	46
10	Buffalo	Buffalo Municipal	153
11	Butler	Butler Memorial	137
12	Cabool	Cabool Memorial	65
13	Camdenton	Camdenton Memorial	146
14	Cameron	Cameron Memorial	252
15	Campbell	Campbell Municipal	76
16	Cape Girardeau	Cape Girardeau Regional	216
17	Carrollton	Carrollton Memorial	58
18	Caruthersville	Caruthersville Memorial	50
19	Cassville	Cassville Municipal	72
20	Charleston	Mississippi County	97
21	Chillicothe	Chillicothe Municipal	56
22	Clinton	Clinton Memorial	84
23	Columbia	Columbia Regional	317
24	Cuba	Cuba Municipal	110
25	Dexter	Dexter Municipal	156
26	Doniphan	Doniphan Municipal	39
27	El Dorado Springs	El Dorado Springs Memorial	38
28	Eldon	Eldon Model Airpark	162
29	Excelsior Springs	Excelsior Springs Memorial	1,337
30	Farmington	Farmington Regional	98
31	Festus	Festus Memorial	3,840
32	Fredericktown	Fredericktown Regional	63
33	Fulton	Elton Hensley Memorial	208
34	Gainesville	Gainesville Memorial	30
35	Gideon	Gideon Memorial	91
36	Grain Valley	East Kansas City	1,549
37	Hannibal	Hannibal Municipal	91
38	Harrisonville	Lawrence Smith Memorial	457
39	Hermann	Hermann Municipal	93
40	Higginsville	Higginsville Industrial Municipal	145
41	Homersville	Homersville Memorial	63
42	Houston	Houston Memorial	44
43	Jefferson City	Jefferson City Memorial	277
44	Joplin	Joplin Regional	261
45	Kahoka	Kahoka Municipal	21
46	Kaiser/Lake Ozark	Lee C Fine Memorial	113
47	Kansas City	Charles B. Wheeler Downtown	2,035
48	Kennett	Kennett Memorial	38
49	Kirksville	Kirksville Regional	68
50	Lamar	Lamar Municipal	219

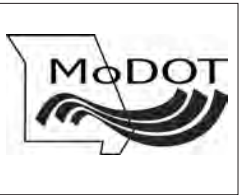
Table 4-8
Pilots within a 30-Minute Drive Time, Continued

SASP Code	Associated City	Airport	Number of Pilots
51	Lebanon	Floyd W Jones	126
52	Lee's Summit	Lee's Summit Municipal	1,658
53	Lexington	Lexington Municipal	278
54	Lincoln	Lincoln Municipal	74
55	Linn	Linn State Technical College Airport	71
56	Macon	Macon-Power Memorial	69
57	Malden	Malden Regional	94
58	Mansfield	Mansfield Municipal	50
59	Marble Hill	Twin City Airpark	92
60	Marshall	Marshall Memorial Municipal	78
61	Maryville	Northwest Missouri Regional	52
62	Memphis	Memphis Memorial	30
63	Mexico	Mexico Memorial	135
64	Moberly	Omar N Bradley	128
65	Monett	Monett Municipal	167
66	Monroe City	Monroe City Regional	55
67	Montgomery City	Montgomery-Wehrman	61
68	Monticello	Lewis County Regional	38
69	Mosby	Clay County Regional	1,621
70	Mount Vernon	Mount Vernon Municipal	370
71	Mountain Grove	Mountain Grove Memorial	42
72	Mountain View	Mountain View	56
73	Neosho	Hugh Robinson Memorial	290
74	Nevada	Nevada Municipal	46
75	New Madrid	County Memorial	93
76	Osage Beach	Grand Glaize	157
77	Osceola	Osceola Municipal	33
78	Ozark	Air Park South	717
79	Perryville	Perryville Municipal	33
80	Piedmont	Piedmont Municipal	14
81	Point Lookout	M Graham Clark	157
82	Poplar Bluff	Poplar Bluff Municipal	136
83	Potosi	Washington County	164
84	Princeton	Princeton-Kauffman Memorial	16
85	Richland	Richland Municipal	124
86	Rolla	Rolla Downtown	125
87	Rolla/Vichy	Rolla National	80
88	Saint Charles	Saint Charles	4,193
89	Saint Charles	Saint Charles County Smartt	3,937
90	Saint Clair	Saint Clair Regional	3,864
91	Saint Joseph	Rosecrans Memorial	252
92	Saint Louis	Creve Coeur	4,229
93	Saint Louis	Spirit Of Saint Louis	4,247
94	Salem	Salem Memorial	38
95	Sedalia	Sedalia Memorial	113
96	Shelbyville	Shelby County	33
97	Sikeston	Sikeston Memorial Municipal	184
98	Slater	Slater Memorial	39
99	Springfield	Springfield-Branson Regional	677
100	Steele	Steele Municipal	42



Chapter 4: Airport Roles





Chapter 4: Airport Roles

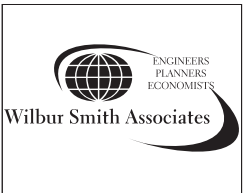


Table 4-8
Pilots within a 30-Minute Drive Time, Continued

SASP Code	Associated City	Airport	Number of Pilots
101	Stockton	Stockton Municipal	45
102	Sullivan	Sullivan Regional	255
103	Tarkio	Gould Peterson Municipal	38
104	Thayer	Thayer Memorial	29
105	Trenton	Trenton Municipal	34
106	Unionville	Unionville Municipal	15
107	Van Buren	Bollinger Crass Memorial	16
108	Versailles	Roy Otten Memorial	80
109	Warrensburg	CMSU Max B Swisher Skyhaven	348
110	Warsaw	Warsaw Municipal	63
111	Washington	Washington Memorial	3,727
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	109
113	West Plains	West Plains Municipal	92
114	Willow Springs	Willow Springs Memorial	81

Source: Woods and Poole, Inc. and AirPac

Physical

Airports were also rated based on their physical facilities. Airports that have longer runways and more precise approach capabilities, precision or non-precision, tend to play more essential roles within the airport system. The data shown here was gathered during the Inventory and Data Survey Form and FAA 5010 Forms. The following measures were rated for each system airport:

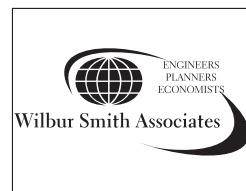
- ❑ **Primary Runway Length** – Airports were analyzed based on the length of the primary runway.
- ❑ **Approach Types** – Airports were evaluated based on the type of the most demanding approach available/published. The following categories were used:
 - o Precision Approach (Lower than $\frac{3}{4}$ of a mile)
 - o Non-Precision Approach (Not lower than $\frac{3}{4}$ of a mile)
 - o Visual Approach (Visual and/or not lower than 1 mile)
- ❑ **Aircraft Storage Spaces** – Airports were evaluated based on the number of available aircraft storage units at each facility. The following methodology was used to determine the number of units:

Total Number of Storage Units = Total number of T-Hangars + estimated number of conventional hangar storage spaces (total square footage of conventional hangar space/1800 square feet).

Tables 4-9 thru 4-11 present the data for the physical measures mentioned above. It should be noted that primary runway lengths vary from runways with 1,900 feet to runways in excess of 8,000 feet; over half of all airports have a non-precision approach; and the range of aircraft storage units at airports in Missouri range from zero to an excess of 250 spaces.



Chapter 4: Airport Roles





Chapter 4: Airport Roles

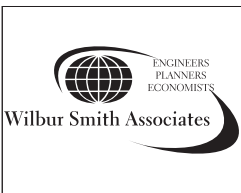


Table 4-9
Primary Runway Length

SASP Code	Associated City	Airport	Primary Runway Length
1	Albany	Albany Municipal	3,300
2	Aurora	Jerry Sumners Sr. Aurora Municipal	3,002
3	Ava	Ava Bill Martin Memorial	3,634
4	Bethany	Bethany Memorial	2,255
5	Bismarck	Bismarck Memorial	2,050
6	Bolivar	Bolivar Municipal	4,000
7	Boonville	Jesse Viertel Memorial	4,000
8	Bowling Green	Bowling Green Municipal	3,204
9	Brookfield/Marceline	North Central Missouri Regional	4,000
10	Buffalo	Buffalo Municipal	3,215
11	Butler	Butler Memorial	4,000
12	Cabool	Cabool Memorial	4,000
13	Camdenton	Camdenton Memorial	4,000
14	Cameron	Cameron Memorial	4,000
15	Campbell	Campbell Municipal	3,000
16	Cape Girardeau	Cape Girardeau Regional	6,499
17	Carrollton	Carrollton Memorial	2,600
18	Caruthersville	Caruthersville Memorial	4,005
19	Cassville	Cassville Municipal	3,600
20	Charleston	Mississippi County	3,196
21	Chillicothe	Chillicothe Municipal	3,900
22	Clinton	Clinton Memorial	4,001
23	Columbia	Columbia Regional	6,501
24	Cuba	Cuba Municipal	3,420
25	Dexter	Dexter Municipal	4,500
26	Doniphan	Doniphan Municipal	2,560
27	El Dorado Springs	El Dorado Springs Memorial	3,295
28	Eldon	Eldon Model Airpark	3,300
29	Excelsior Springs	Excelsior Springs Memorial	2,000
30	Farmington	Farmington Regional	4,225
31	Festus	Festus Memorial	2,202
32	Fredericktown	Fredericktown Regional	3,999
33	Fulton	Elton Hensley Memorial	3,203
34	Gainesville	Gainesville Memorial	1,895
35	Gideon	Gideon Memorial	4,504
36	Grain Valley	East Kansas City	3,500
37	Hannibal	Hannibal Municipal	4,400
38	Harrisonville	Lawrence Smith Memorial	4,000
39	Hermann	Hermann Municipal	3,198
40	Higginsville	Higginsville Industrial Municipal	3,303
41	Hornersville	Hornersville Memorial	2,648
42	Houston	Houston Memorial	3,005
43	Jefferson City	Jefferson City Memorial	6,001
44	Joplin	Joplin Regional	6,502
45	Kahoka	Kahoka Municipal	2,650
46	Kaiser/Lake Ozark	Lee C Fine Memorial	6,497
47	Kansas City	Charles B. Wheeler Downtown	7,002
48	Kennett	Kennett Memorial	5,000
49	Kirksville	Kirksville Regional	6,005
50	Lamar	Lamar Municipal	2,902

Table 4-9
Primary Runway Length, Continued

SASP Code	Associated City	Airport	Primary Runway Length
51	Lebanon	Floyd W Jones	5,000
52	Lee's Summit	Lee's Summit Municipal	4,015
53	Lexington	Lexington Municipal	2,925
54	Lincoln	Lincoln Municipal	2,931
55	Linn	Linn State Technical College Airport	3,400
56	Macon	Macon-Fower Memorial	3,300
57	Malden	Malden Regional	4,999
58	Mansfield	Mansfield Municipal	3,000
59	Marble Hill	Twin City Airpark	2,600
60	Marshall	Marshall Memorial Municipal	4,702
61	Maryville	Northwest Missouri Regional	4,000
62	Memphis	Memphis Memorial	3,300
63	Mexico	Mexico Memorial	5,501
64	Moberly	Omar N Bradley	4,681
65	Monett	Monett Municipal	5,000
66	Monroe City	Monroe City Regional	3,516
67	Montgomery City	Montgomery-Wehrman	2,360
68	Monticello	Lewis County Regional	3,500
69	Mosby	Clay County Regional	5,500
70	Mount Vernon	Mount Vernon Municipal	3,195
71	Mountain Grove	Mountain Grove Memorial	3,589
72	Mountain View	Mountain View	5,005
73	Neosho	Hugh Robinson Memorial	5,001
74	Nevada	Nevada Municipal	5,901
75	New Madrid	County Memorial	3,202
76	Osage Beach	Grand Glaize	3,205
77	Osceola	Osceola Municipal	2,430
78	Ozark	Air Park South	2,528
79	Perryville	Perryville Municipal	7,000
80	Piedmont	Piedmont Municipal	3,300
81	Point Lookout	M Graham Clark	3,739
82	Poplar Bluff	Poplar Bluff Municipal	5,007
83	Potosi	Washington County	4,000
84	Princeton	Princeton-Kauffman Memorial	2,475
85	Richland	Richland Municipal	3,000
86	Rolla	Rolla Downtown	3,028
87	Rolla/Vichy	Rolla National	5,500
88	Saint Charles	Saint Charles	3,451
89	Saint Charles	Saint Charles County Smartt	3,801
90	Saint Clair	Saint Clair Regional	3,198
91	Saint Joseph	Rosecrans Memorial	8,059
92	Saint Louis	Creve Coeur	4,500
93	Saint Louis	Spirit Of Saint Louis	7,485
94	Salem	Salem Memorial	2,999
95	Sedalia	Sedalia Memorial	5,001
96	Shelbyville	Shelby County	2,300
97	Sikeston	Sikeston Memorial Municipal	5,502
98	Slater	Slater Memorial	2,455
99	Springfield	Springfield-Branson Regional	8,000
100	Steele	Steele Municipal	3,985



Chapter 4: Airport Roles





Chapter 4: Airport Roles



Table 4-9
Primary Runway Length, Continued

SASP Code	Associated City	Airport	Primary Runway Length
101	Stockton	Stockton Municipal	3,060
102	Sullivan	Sullivan Regional	4,500
103	Tarkio	Could Peterson Municipal	3,773
104	Thayer	Thayer Memorial	4,200
105	Trenton	Trenton Municipal	4,307
106	Unionville	Unionville Municipal	2,805
107	Van Buren	Bollinger Crass Memorial	2,600
108	Versailles	Roy Otten Memorial	2,805
109	Warrensburg	CMSU Max B Swisher Skyhaven	4,206
110	Warsaw	Warsaw Municipal	3,300
111	Washington	Washington Memorial	3,281
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	6,038
113	West Plains	West Plains Municipal	5,102
114	Willow Springs	Willow Springs Memorial	3,502

Source: FAA 5010 Form, Airport Inventory and Data Survey

Table 4-10
Approach Types

SASP Code	Associated City	Airport	Approach
1	Albany	Albany Municipal	Visual
2	Aurora	Jerry Sumners Sr. Aurora Municipal	Non-Precision
3	Ava	Ava Bill Martin Memorial	Non-Precision
4	Bethany	Bethany Memorial	Visual
5	Bismarck	Bismarck Memorial	Visual
6	Bolivar	Bolivar Municipal	Non-Precision
7	Boonville	Jesse Viertel Memorial	Non-Precision
8	Bowling Green	Bowling Green Municipal	Non-Precision
9	Brookfield/Marceline	North Central Missouri Regional	Non-Precision
10	Buffalo	Buffalo Municipal	Visual
11	Butler	Butler Memorial	Non-Precision
12	Cabool	Cabool Memorial	Non-Precision
13	Camdenton	Camdenton Memorial	Non-Precision
14	Cameron	Cameron Memorial	Non-Precision
15	Campbell	Campbell Municipal	Visual
16	Cape Girardeau	Cape Girardeau Regional	Precision
17	Carrollton	Carrollton Memorial	Visual
18	Caruthersville	Caruthersville Memorial	Non-Precision
19	Cassville	Cassville Municipal	Non-Precision
20	Charleston	Mississippi County	Non-Precision
21	Chillicothe	Chillicothe Municipal	Non-Precision
22	Clinton	Clinton Memorial	Non-Precision
23	Columbia	Columbia Regional	Precision
24	Cuba	Cuba Municipal	Non-Precision
25	Dexter	Dexter Municipal	Non-Precision
26	Doniphan	Doniphan Municipal	Visual
27	El Dorado Springs	El Dorado Springs Memorial	Visual
28	Eldon	Eldon Model Airpark	Visual
29	Excelsior Springs	Excelsior Springs Memorial	Non-Precision
30	Farmington	Farmington Regional	Non-Precision
31	Festus	Festus Memorial	Visual
32	Fredericktown	Fredericktown Regional	Non-Precision
33	Fulton	Elton Hensley Memorial	Non-Precision
34	Gainesville	Gainesville Memorial	Visual
35	Gideon	Gideon Memorial	Non-Precision
36	Grain Valley	East Kansas City	Non-Precision
37	Hannibal	Hannibal Municipal	Non-Precision
38	Harrisonville	Lawrence Smith Memorial	Non-Precision
39	Hermann	Hermann Municipal	Visual
40	Higginsville	Higginsville Industrial Municipal	Visual
41	Homersville	Homersville Memorial	Visual
42	Houston	Houston Memorial	Visual
43	Jefferson City	Jefferson City Memorial	Precision
44	Joplin	Joplin Regional	Precision
45	Kahoka	Kahoka Municipal	Visual
46	Kaiser/Lake Ozark	Lee C Fine Memorial	Non-Precision
47	Kansas City	Charles B. Wheeler Downtown	Precision
48	Kennett	Kennett Memorial	Non-Precision
49	Kirksville	Kirksville Regional	Non-Precision
50	Lamar	Lamar Municipal	Non-Precision



Chapter 4: Airport Roles





Chapter 4: Airport Roles



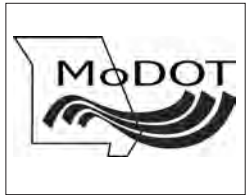
Table 4-10
Approach Types, Continued

SASP Code	Associated City	Airport	Approach
51	Lebanon	Floyd W Jones	Non-Precision
52	Lee's Summit	Lee's Summit Municipal	Non-Precision
53	Lexington	Lexington Municipal	Non-Precision
54	Lincoln	Lincoln Municipal	Visual
55	Linn	Linn State Technical College Airport	Visual
56	Macon	Macon-Fower Memorial	Non-Precision
57	Malden	Malden Regional	Non-Precision
58	Mansfield	Mansfield Municipal	Visual
59	Marble Hill	Twin City Airpark	Visual
60	Marshall	Marshall Memorial Municipal	Non-Precision
61	Maryville	Northwest Missouri Regional	Non-Precision
62	Memphis	Memphis Memorial	Visual
63	Mexico	Mexico Memorial	Non-Precision
64	Moberly	Omar N Bradley	Non-Precision
65	Monett	Monett Municipal	Non-Precision
66	Monroe City	Monroe City Regional	Non-Precision
67	Montgomery City	Montgomery-Wehrman	Visual
68	Monticello	Lewis County Regional	Non-Precision
69	Mosby	Clay County Regional	Non-Precision
70	Mount Vernon	Mount Vernon Municipal	Visual
71	Mountain Grove	Mountain Grove Memorial	Non-Precision
72	Mountain View	Mountain View	Visual
73	Neosho	Hugh Robinson Memorial	Non-Precision
74	Nevada	Nevada Municipal	Non-Precision
75	New Madrid	County Memorial	Non-Precision
76	Osage Beach	Grand Glaize	Non-Precision
77	Osceola	Osceola Municipal	Non-Precision
78	Ozark	Air Park South	Non-Precision
79	Perryville	Perryville Municipal	Non-Precision
80	Piedmont	Piedmont Municipal	Visual
81	Point Lookout	M Graham Clark	Non-Precision
82	Poplar Bluff	Poplar Bluff Municipal	Non-Precision
83	Potosi	Washington County	Visual
84	Princeton	Princeton-Kauffman Memorial	Visual
85	Richland	Richland Municipal	Visual
86	Rolla	Rolla Downtown	Non-Precision
87	Rolla/Vichy	Rolla National	Non-Precision
88	Saint Charles	Saint Charles	Non-Precision
89	Saint Charles	Saint Charles County Smartt	Non-Precision
90	Saint Clair	Saint Clair Regional	Visual
91	Saint Joseph	Rosecrans Memorial	Precision
92	Saint Louis	Creve Coeur	Non-Precision
93	Saint Louis	Spirit Of Saint Louis	Precision
94	Salem	Salem Memorial	Non-Precision
95	Sedalia	Sedalia Memorial	Non-Precision
96	Shelbyville	Shelby County	Visual
97	Sikeston	Sikeston Memorial Municipal	Non-Precision
98	Slater	Slater Memorial	Visual
99	Springfield	Springfield-Branson Regional	Precision
100	Steele	Steele Municipal	Visual

Table 4-10
Approach Types, Continued

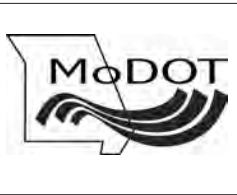
SASP Code	Associated City	Airport	Approach
101	Stockton	Stockton Municipal	Non-Precision
102	Sullivan	Sullivan Regional	Non-Precision
103	Tarkio	Could Peterson Municipal	Visual
104	Thayer	Thayer Memorial	Visual
105	Trenton	Trenton Municipal	Non-Precision
106	Unionville	Unionville Municipal	Visual
107	Van Buren	Bollinger Crass Memorial	Visual
108	Versailles	Roy Otten Memorial	Visual
109	Warrensburg	CMSU Max B Swisher Skyhaven	Non-Precision
110	Warsaw	Warsaw Municipal	Visual
111	Washington	Washington Memorial	Non-Precision
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	Non-Precision
113	West Plains	West Plains Municipal	Non-Precision
114	Willow Springs	Willow Springs Memorial	Visual

Source: Airport Inventory and Data Survey, and Airport Facilities Directory - North Central US (Nov. 2002)



Chapter 4: Airport Roles





Chapter 4: Airport Roles

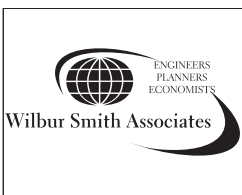


Table 4-11
Aircraft Storage Spaces

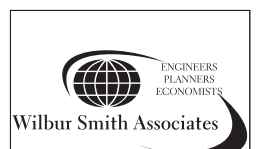
SASP Code	Associated City	Airport	Number of Storage Spaces
1	Albany	Albany Municipal	9
2	Aurora	Jerry Sumners Sr. Aurora Municipal	26
3	Ava	Ava Bill Martin Memorial	4
4	Bethany	Bethany Memorial	6
5	Bismarck	Bismarck Memorial	9
6	Bolivar	Bolivar Municipal	42
7	Boonville	Jesse Viertel Memorial	31
8	Bowling Green	Bowling Green Municipal	12
9	Brookfield/Marceline	North Central Missouri Regional	10
10	Buffalo	Buffalo Municipal	0
11	Butler	Butler Memorial	17
12	Cabool	Cabool Memorial	11
13	Camdenton	Camdenton Memorial	32
14	Cameron	Cameron Memorial	40
15	Campbell	Campbell Municipal	10
16	Cape Girardeau	Cape Girardeau Regional	64
17	Carrollton	Carrollton Memorial	7
18	Caruthersville	Caruthersville Memorial	4
19	Cassville	Cassville Municipal	20
20	Charleston	Mississippi County	6
21	Chillicothe	Chillicothe Municipal	17
22	Clinton	Clinton Memorial	34
23	Columbia	Columbia Regional	57
24	Cuba	Cuba Municipal	25
25	Dexter	Dexter Municipal	24
26	Doniphan	Doniphan Municipal	2
27	El Dorado Springs	El Dorado Springs Memorial	10
28	Eldon	Eldon Model Airpark	30
29	Excelsior Springs	Excelsior Springs Memorial	28
30	Farmington	Farmington Regional	35
31	Festus	Festus Memorial	24
32	Fredericktown	Fredericktown Regional	22
33	Fulton	Elton Hensley Memorial	51
34	Gainesville	Gainesville Memorial	1
35	Gideon	Gideon Memorial	1
36	Grain Valley	East Kansas City	128
37	Hannibal	Hannibal Municipal	19
38	Hamisonville	Lawrence Smith Memorial	49
39	Hermann	Hermann Municipal	10
40	Higginsville	Higginsville Industrial Municipal	10
41	Homersville	Homersville Memorial	6
42	Houston	Houston Memorial	22
43	Jefferson City	Jefferson City Memorial	52
44	Joplin	Joplin Regional	75
45	Kahoka	Kahoka Municipal	1
46	Kaiser/Lake Ozark	Lee C Fine Memorial	1
47	Kansas City	Charles B. Wheeler Downtown	182
48	Kennett	Kennett Memorial	20
49	Kirksville	Kirksville Regional	31
50	Lamar	Lamar Municipal	13

Table 4-11
Aircraft Storage Spaces, Continued

SASP Code	Associated City	Airport	Number of Storage Spaces
51	Lebanon	Floyd W Jones	34
52	Lee's Summit	Lee's Summit Municipal	154
53	Lexington	Lexington Municipal	6
54	Lincoln	Lincoln Municipal	6
55	Linn	Linn State Technical College Airport	0
56	Macon	Macon-Fower Memorial	18
57	Malden	Malden Regional	20
58	Mansfield	Mansfield Municipal	6
59	Marble Hill	Twin City Airpark	4
60	Marshall	Marshall Memorial Municipal	18
61	Maryville	Northwest Missouri Regional	22
62	Memphis	Memphis Memorial	11
63	Mexico	Mexico Memorial	24
64	Moberly	Omar N Bradley	23
65	Monett	Monett Municipal	28
66	Monroe City	Monroe City Regional	9
67	Montgomery City	Montgomery-Wehrman	0
68	Monticello	Lewis County Regional	8
69	Mosby	Clay County Regional	66
70	Mount Vernon	Mount Vernon Municipal	3
71	Mountain Grove	Mountain Grove Memorial	16
72	Mountain View	Mountain View	24
73	Neosho	Hugh Robinson Memorial	26
74	Nevada	Nevada Municipal	20
75	New Madrid	County Memorial	8
76	Osage Beach	Grand Glaize	25
77	Osceola	Osceola Municipal	6
78	Ozark	Air Park South	8
79	Perryville	Perryville Municipal	23
80	Piedmont	Piedmont Municipal	9
81	Point Lookout	M Graham Clark	40
82	Poplar Bluff	Poplar Bluff Municipal	39
83	Potosi	Washington County	4
84	Princeton	Princeton-Kauffman Memorial	2
85	Richland	Richland Municipal	2
86	Rolla	Rolla Downtown	16
87	Rolla/Vichy	Rolla National	37
88	Saint Charles	Saint Charles	70
89	Saint Charles	Saint Charles County Smartt	74
90	Saint Clair	Saint Clair Regional	40
91	Saint Joseph	Rosecrans Memorial	95
92	Saint Louis	Creve Coeur	121
93	Saint Louis	Spirit Of Saint Louis	264
94	Salem	Salem Memorial	13
95	Sedalia	Sedalia Memorial	13
96	Shelbyville	Shelby County	3
97	Sikeston	Sikeston Memorial Municipal	50
98	Slater	Slater Memorial	0
99	Springfield	Springfield-Branson Regional	62
100	Steele	Steele Municipal	6



Chapter 4: Airport Roles





Chapter 4: Airport Roles

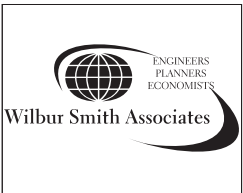


Table 4-11
Aircraft Storage Spaces, Continued

SASP Code	Associated City	Airport	Number of Storage Spaces
101	Stockton	Stockton Municipal	6
102	Sullivan	Sullivan Regional	36
103	Tarkio	Could Peterson Municipal	12
104	Thayer	Thayer Memorial	4
105	Trenton	Trenton Municipal	26
106	Unionville	Unionville Municipal	4
107	Van Buren	Bollinger Crass Memorial	0
108	Versailles	Roy Otten Memorial	27
109	Warrensburg	CMSU Max B Swisher Skyhaven	15
110	Warsaw	Warsaw Municipal	10
111	Washington	Washington Memorial	31
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	4
113	West Plains	West Plains Municipal	34
114	Willow Springs	Willow Springs Memorial	22

Source: Airport Inventory and Data Survey

Results of Role Evaluation

With the airports evaluated based on their current demand for aviation, the number of functional roles for the Missouri aviation system was considered next. Functional roles are needed to determine the facility and service standards that should be used to evaluate the adequacy of Missouri's airport system and how the system is functioning to meet its objectives.

To further classify airports, especially as they relate to design, the FAA groups airports based on the type of aircraft that regularly operate at the airport. As previously discussed in Chapter 2, this classification system is referred to as Airport Reference Codes (ARCs).

In order to develop a classification system for Missouri based on the results of the demand analysis, the results of the analysis were reviewed. Airports were separated into four categories based on their respective evaluation. Roles for the four categories were developed based on a review of other state system planning efforts and coordination with the FAA and the study's project advisory team. The initial role classifications serve as the baseline, with possible refinement as the evaluation of the system is conducted in later tasks. A general description of the types of activity and aircraft accommodated by the airports in each of these four roles follows:

- ❑ Commercial
- ❑ General Aviation - Regional
- ❑ General Aviation - Business
- ❑ General Aviation - Community

Using the factors noted previously all public airports in Missouri were reviewed and assigned to one of the four classifications listed above.

Aviation Role Classification Definitions

Based on a review of other state aviation and FAA classifications, as well as the roles the airports play in Missouri's airport system, four airport role classifications were developed. The roles are briefly summarized as follows:

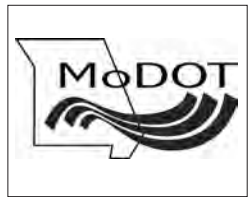
Commercial – Commercial airports accommodate the highest level of general aviation activity and serve major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service, general aviation airports which are designated as FAA reliever airports, and Part 139 airports are included in this classification.

Regional – Regional airports serve primarily general aviation activity, with a focus on serving business activity including small jet and multi engine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

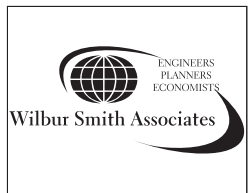
Business – Business airports focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State's transportation infrastructure.

Community – Community airports are considered to have community importance, primarily serving recreational and personal flying activities. The airports serve a contributing role in the local economy.

In subsequent chapters, each airport will be analyzed with regard to its role within the State's airport system, identifying airports where aviation services are duplicated and where additional or more sophisticated services may be needed. The identification of airports within a region where aviation services are duplicated may dictate reclassification to another role. This process will also evaluate if more advanced aviation services are needed to serve a region, thereby indicating a need for a different category of airport, or possibly development of a new airport to serve an underserved area.



Chapter 4: Airport Roles





Chapter 4: Airport Roles

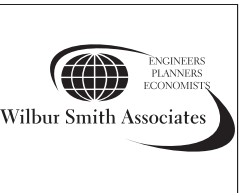


Table 4-12 presents a list of airports and classifies each into one of the four roles. **Exhibit 4-1** presents the information graphically for Missouri's airport system. The information represents the initial airport roles that will be used as a baseline for analysis of Missouri's airport system.

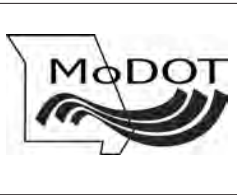
Table 4-12
Missouri Airport Role Classifications

SASP Code	Associated City	Airport	Classification
1	Albany	Albany Municipal	Community
2	Aurora	Jerry Sumners Sr. Aurora Municipal	Business
3	Ava	Ava Bill Martin Memorial	Community
4	Bethany	Bethany Memorial	Community
5	Bismarck	Bismarck Memorial	Community
6	Bolivar	Bolivar Municipal	Regional
7	Boonville	Jesse Viertel Memorial	Regional
8	Bowling Green	Bowling Green Municipal	Business
9	Brookfield/Marceline	North Central Missouri Regional	Business
10	Buffalo	Buffalo Municipal	Community
11	Butler	Butler Memorial	Business
12	Cabool	Cabool Memorial	Business
13	Camdenton	Camdenton Memorial	Regional
14	Cameron	Cameron Memorial	Regional
15	Campbell	Campbell Municipal	Community
16	Cape Girardeau	Cape Girardeau Regional	Commercial
17	Carrollton	Carrollton Memorial	Community
18	Caruthersville	Caruthersville Memorial	Business
19	Cassville	Cassville Municipal	Business
20	Charleston	Mississippi County	Business
21	Chillicothe	Chillicothe Municipal	Business
22	Clinton	Clinton Memorial	Regional
23	Columbia	Columbia Regional	Commercial
24	Cuba	Cuba Municipal	Business
25	Dexter	Dexter Municipal	Regional
26	Doniphan	Doniphan Municipal	Community
27	El Dorado Springs	El Dorado Springs Memorial	Community
28	Eldon	Eldon Model Airpark	Business
29	Excelsior Springs	Excelsior Springs Memorial	Business
30	Farmington	Farmington Regional	Regional
31	Festus	Festus Memorial	Business
32	Fredericktown	Fredericktown Regional	Business
33	Fulton	Elton Hensley Memorial	Business
34	Gainesville	Gainesville Memorial	Community
35	Gideon	Gideon Memorial	Community
36	Grain Valley	East Kansas City	Regional
37	Hannibal	Hannibal Municipal	Regional
38	Harrisonville	Lawrence Smith Memorial	Regional
39	Hermann	Hermann Municipal	Community
40	Higginsville	Higginsville Industrial Municipal	Business
41	Homersville	Homersville Memorial	Community
42	Houston	Houston Memorial	Community
43	Jefferson City	Jefferson City Memorial	Commercial
44	Joplin	Joplin Regional	Commercial
45	Kahoka	Kahoka Municipal	Community
46	Kaiser/Lake Ozark	Lee C Fine Memorial	Regional
47	Kansas City	Charles B. Wheeler Downtown	Commercial
48	Kennett	Kennett Memorial	Business
49	Kirksville	Kirksville Regional	Commercial
50	Lamar	Lamar Municipal	Business



Chapter 4: Airport Roles





Chapter 4: Airport Roles

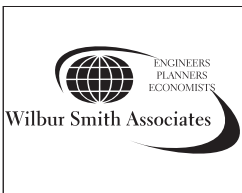
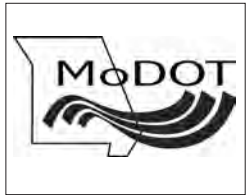


Table 4-12
Missouri Airport Role Classifications, Continued

SASP Code	Associated City	Airport	Classification
51	Lebanon	Floyd W Jones	Regional
52	Lee's Summit	Lee's Summit Municipal	Commercial
53	Lexington	Lexington Municipal	Business
54	Lincoln	Lincoln Municipal	Community
55	Linn	Linn State Technical College Airport	Community
56	Macon	Macon-Fower Memorial	Business
57	Malden	Malden Regional	Business
58	Mansfield	Mansfield Municipal	Community
59	Marble Hill	Twin City Airpark	Community
60	Marshall	Marshall Memorial Municipal	Business
61	Maryville	Northwest Missouri Regional	Business
62	Memphis	Memphis Memorial	Community
63	Mexico	Mexico Memorial	Regional
64	Moberly	Omar N Bradley	Regional
65	Monett	Monett Municipal	Regional
66	Monroe City	Monroe City Regional	Business
67	Montgomery City	Montgomery-Wehrman	Community
68	Monticello	Lewis County Regional	Business
69	Mosby	Clay County Regional	Regional
70	Mount Vernon	Mount Vernon Municipal	Community
71	Mountain Grove	Mountain Grove Memorial	Business
72	Mountain View	Mountain View	Business
73	Neosho	Hugh Robinson Memorial	Regional
74	Nevada	Nevada Municipal	Regional
75	New Madrid	County Memorial	Business
76	Osage Beach	Grand Glaize	Business
77	Osceola	Osceola Municipal	Community
78	Ozark	Air Park South	Business
79	Perryville	Perryville Municipal	Regional
80	Piedmont	Piedmont Municipal	Community
81	Point Lookout	M Graham Clark	Business
82	Poplar Bluff	Poplar Bluff Municipal	Regional
83	Potosi	Washington County	Business
84	Princeton	Princeton-Kauffman Memorial	Community
85	Richland	Richland Municipal	Community
86	Rolla	Rolla Downtown	Business
87	Rolla/Vichy	Rolla National	Regional
88	Saint Charles	Saint Charles	Commercial
89	Saint Charles	Saint Charles County Smartt	Commercial
90	Saint Clair	Saint Clair Regional	Business
91	Saint Joseph	Rosecrans Memorial	Commercial
92	Saint Louis	Creve Coeur	Commercial
93	Saint Louis	Spirit Of Saint Louis	Commercial
94	Salem	Salem Memorial	Business
95	Sedalia	Sedalia Memorial	Regional
96	Shelbyville	Shelby County	Community
97	Sikeston	Sikeston Memorial Municipal	Regional
98	Slater	Slater Memorial	Community
99	Springfield	Springfield-Branson Regional	Commercial
100	Steele	Steele Municipal	Community

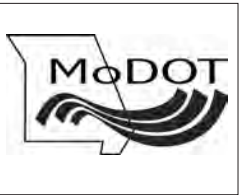
Table 4-12
Missouri Airport Role Classifications, Continued

SASP Code	Associated City	Airport	Classification
101	Stockton	Stockton Municipal	Community
102	Sullivan	Sullivan Regional	Regional
103	Tarkio	Gould Peterson Municipal	Community
104	Thayer	Thayer Memorial	Community
105	Trenton	Trenton Municipal	Business
106	Unionville	Unionville Municipal	Community
107	Van Buren	Bollinger Crass Memorial	Community
108	Versailles	Roy Otten Memorial	Business
109	Warrensburg	CMSU Max B Swisher Skyhaven	Regional
110	Warsaw	Warsaw Municipal	Business
111	Washington	Washington Memorial	Regional
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	Commercial
113	West Plains	West Plains Municipal	Regional
114	Willow Springs	Willow Springs Memorial	Business



Chapter 4: Airport Roles





Chapter 4: Airport Roles

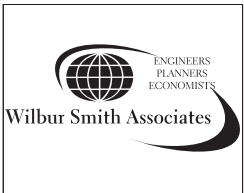
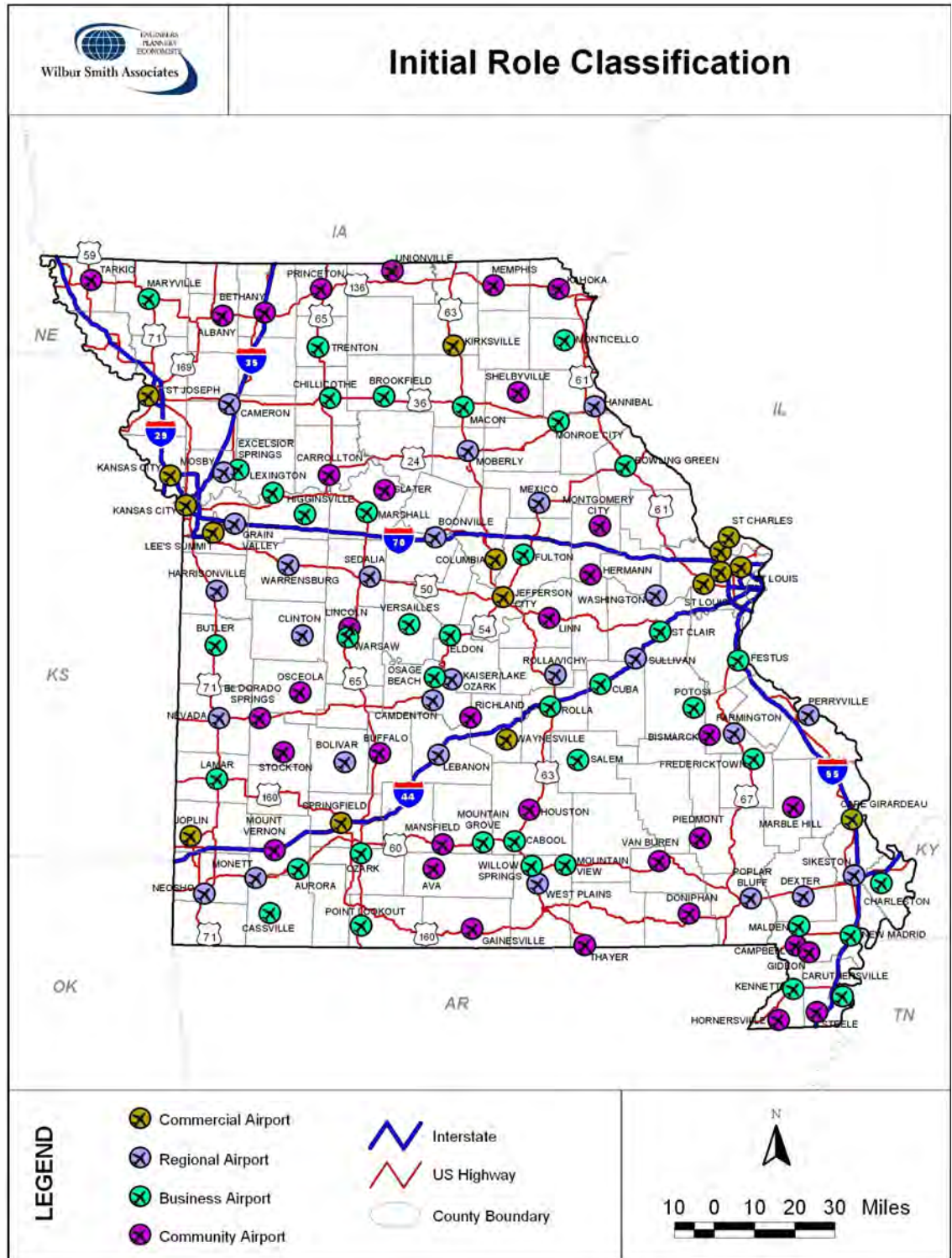


Exhibit 4-1 Initial Role Classification



Facility and Service Objectives

Once system airports are grouped into roles or functional levels, the next step in the process to evaluate the Missouri airport system is to identify facilities and services that should ideally be available at airports in the four role classifications. It is important to note that facility and service objectives delineated in this section are just that, objectives. It is possible that airports included in or recommended for an increase in their classification in later analyses may, for a variety reasons, be unable to comply with certain facility and service objectives. An airport's inability to meet the facility and service objectives for its role does not necessarily preclude that airport from performing that role or function within the system, but will be considered in the analysis of options to meet identified system deficiencies. It is also important to note that the objectives presented are minimums, and that airports with facilities in excess of the objectives will be considered to meet the objective. A reduction or removal of facilities is not planned as part of this analysis. **Table 4-13** identifies the basic minimum facility and service objectives for each of the four airport roles.



Chapter 4: Airport Roles





Chapter 4: Airport Roles

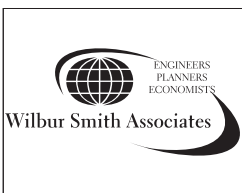


Table 4-13
Minimum Basic Facility/Service Objectives

Commercial Airports*	
ARC:	C-II
Runway Length:	5,500'
Runway Width:	100'
Taxiway:	Full Parallel
Navigational Aids:	Rotating Beacon, Lighted Wind Cone/Segmented Circle, REILS, VGSI (VASIs/PAPIs)
Approach Type:	Non-Precision Minimum; Precision Desired
Lighting:	MIRL/MITL Minimum; HIRL/HITL with ALS Desired
Weather:	Automated Weather Reporting (AWOS)
Regional Airports	
ARC:	B-II
Runway Length:	5,000'
Runway Width:	75'
Taxiway:	Full Parallel
Navigational Aids:	Rotating Beacon, Lighted Wind Cone/Segmented Circle, REILs, VGSI (VASIs/PAPIs)
Approach Type:	Non-Precision
Lighting:	MIRL/MITL
Weather:	ASOS or AWOS
Business Airports	
ARC:	B-II
Runway Length:	4,000'
Runway Width:	75'
Taxiway:	Turnarounds on each Runway End Minimum; Full Parallel Desired
Navigational Aids:	Rotating Beacon, Lighted Wind Cone/Segmented Circle Minimum; REILs, VGSI (VASIs/PAPIs) Desired
Approach Type:	Non-Precision
Lighting:	MIRL
Weather:	ASOS or AWOS Desired
Community Airports	
ARC:	A-I
Runway Length:	Maintain Existing
Runway Width:	NPIAS-60'; Non-NPIAS-Maintain Existing
Taxiway:	Turnarounds on each Runway End Minimum
Navigational Aids:	Lighted Wind Cone/Segmented Circle Minimum; Rotating Beacon Desired
Approach Type:	Visual
Lighting:	LIRL Desired
Weather:	None
*Commercial airports include reliever and Part 139 airports.	

The following descriptions further define what it means for an airport to be in a category in terms of function, activity, and facilities and services provided. The minimum acceptable facility standards for the functional roles are further defined and presented in **Table 4-14** on page 49..

Commercial Airports

Function: Accommodate scheduled major/national or regional/commuter commercial air carrier service; relieve scheduled air carrier airports of corporate aviation activity and provide Part 139 services.

Commercial airports provide Missouri's primary intrastate, interstate, and international connections for commercial passenger and cargo service. They accommodate scheduled service from major/national and/or regional air carriers. These airports have large geographic service areas. Additionally, FAA designated reliever airports and airports accommodating Part 139 operators are also included in this functional role. Reliever airports and airports with Part 139 operators help to facilitate corporate and commercial aviation travel in metropolitan areas of the state.

For the purposes of evaluating facility needs, Commercial airports are typically divided into two groups based on the level of air service provided and the forecast design aircraft. These were large commercial airports and small/medium commercial airports. Large commercial airports have higher traffic volumes, such as passenger enplanements, and are generally planned to accommodate transport category aircraft (Boeing 737 or larger). Small/medium commercial airports have lower traffic levels and are typically planned to accommodate turboprops, such as the Saab 340 or the EMB 120, but increasingly to include Regional Jets such as the Canadair RJ-600 and the EMB 145.

Activity

At Commercial airports, major/national or regional/commuter air carriers provide commercial passenger and cargo service. General aviation airports in the commercial category provide general aviation relief to these larger airports as well as service by Part 139 operators. Service areas for these airports include Missouri's largest population centers and generally have surface travel times of 45 minutes.

Some Commercial airports also accommodate substantial business and military aviation activity, including operations by large aircraft. Aircraft weighing more than 12,500 pounds, including air carrier and business aviation, are generally the most common critical aircraft at the smaller Commercial airports.

Facilities/Services

Services provided at Commercial airports generally include jet fuel, AvGAS, and aircraft maintenance. Pilot/passenger facilities are also generally available. Airside (airfield, all weather capabilities, lighting, navigational aids, air traffic control) and landside (passenger, cargo, auto parking) facilities and passenger services are required to accommodate the needs of major/national or regional/commuter air carriers and significant corporate users.

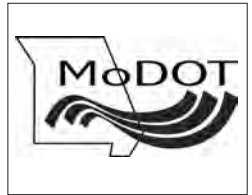
Runway Length

The typical runway length and width for this airport category is 5,500 feet by 100 feet with a corresponding ARC of C-II for general aviation usage. Commercial service aircraft may require additional length based upon specific activity at an airport. General aviation aircraft that are in the C-II category include:

Gulfstream IV	Citation X
Canadair Challenger 604	Rockwell Sabre 80

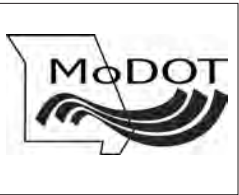
Regional Airports

Function: Accommodate a wide range of general aviation users for large service areas outside major metropolitan areas of Missouri.

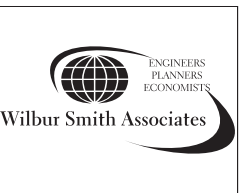


Chapter 4: Airport Roles





Chapter 4: Airport Roles



Regional airports serve large geographic areas that lie beyond the major metropolitan centers. They provide access to the air transportation system for communities that have surface travel times of 45 minutes to the next regional airport. Many also accommodate seasonal general aviation activities.

Activity

Regional airports accommodate general aviation users, including military and medi-vac flights within large service areas. These airports typically have locally-based business jets or turboprops and/or substantial amounts of itinerant turbine aircraft activity. Many also provide air cargo service. Aircraft weighing more than 12,500 pounds are generally considered the most common critical aircraft at these airports.

Facilities/Services

Services such as jet fuel and AvGas, aircraft maintenance, and pilot/passenger facilities are typically available at Regional airports. A full range of airside (airfield, lighting, all weather capabilities, navigational aids) and landside (business/general aviation terminal, auto parking, corporate hangars) facilities and passenger services capable of serving the needs of business aviation and general aviation users are generally provided.

Runway Length

In an effort to attract and maintain small to medium body business jet activity in the State of Missouri, the runway length typically needed for this category airport is 5,000 feet. This runway length will accommodate the small to medium body business jet aircraft during hot weather conditions (90° F, or above).

The FAA currently recognizes runway lengths of 4,000 feet for an ARC B-II facility or 5,500 feet for an ARC C-II facility. The ARC B-II length (4,000 feet) is inadequate to meet the minimum required takeoff length for many of today's medium and small body business aircraft when temperatures exceed 90° F, which occur an average of 50 days annually in Missouri. Typically, these business jet aircraft are weight restricted during the summer months due to the shorter ARC B-II runway lengths (ie, the heavier the aircraft the longer the runway requirement). This restriction creates a trade-off that results in reduced fuel available which, in turn, decreases aircraft range.

The runway length of 5,000 feet was chosen as a viable alternative that allows for business jet operations that are in the B-II category. An example of the ARC B-II aircraft that would benefit from this runway length is the Beechjet 400. This aircraft requires 5,000 feet of runway length at gross weight (15,500 lbs) for takeoff at temperatures equal or greater than 90° F. The following is a list of additional ARC B-II aircraft that require a runway takeoff length of more than 4,500 feet, but less than 5,500 feet:

Citation Jet	Hawker 400
Citation Excel	Hawker 600
Falcon 2000	Westwind I/II
Falcon 50	Westwind 1124

Business Airports

Function: Accommodate local business activities and general aviation users.

Business airports serve the needs of business and general aviation users and activities within the local area. The airports have the airfield facilities, navigational aids, lighting, and services necessary to accommodate smaller general aviation users. Publicly owned Business general aviation airports are typically included in the FAA's National Plan of Integrated Airports Systems (NPIAS).

Activity

Business airports serve locally-based businesses and general aviation users in addition to aircraft visiting the local area. These airports are designed to accommodate light single and multi-engine aircraft weighing 12,500 pounds or less but can accommodate some jet traffic.

Facilities/Services

Traditional services such as AvGas, aircraft maintenance, and pilot/passenger facilities are generally available at Business airports. Airfield facilities, lighting, and services capable of accommodating general aviation users are generally provided, along with runway-taxiway systems, lighting, and navigational aids to accommodate traditional general aviation activities.

Runway Length

The typical runway length and width for this category is 4,000' x 75' with a corresponding ARC of B-II. The following list of propeller driven aircraft which can operate effectively during 90° conditions includes:

Beechcraft King Air	EMB- 110
Shorts -330	Cessna -441

Community Airports

Function: Accommodate limited general aviation use, including emergency and recreational use, in smaller communities and remote areas of Missouri.

These airports have basic facilities located at or near small communities, or in remote areas of Missouri. Activity levels at these airports are generally the lowest in the system and are typically not included in the FAA's NPIAS.

Activity

Community airports are located in communities and remote outlying areas with small amounts of population within their service area. They have hard surfaced or unpaved runways (gravel, dirt, or turf). Some of the runways have lighting. Most of these airports operate under visual flight rules (VFR).

Several community airports provide an important emergency function due to their location. Many of these airports provide access to unique recreational attractions in Missouri.

Facilities/Services

Services such as AvGas and aircraft maintenance are generally very limited at community airports. Typically these airports only operate under VFR and have a runway-taxiway system capable of accommodating limited use general aviation activity.

As previously mentioned, not all airports within the system function in the same manner nor do they require the same types of facilities or services. The facility and service objectives that are shown on **Table 4-14** (shown on the next page) are the minimum goals of the State. The objectives are for both airside and landside facilities and services. Furthermore, these objectives are typical of facilities and services offered at similar size and types of airports across the nation.

Runway Length

The typical runway length and width for this category is 3,400' x 60' with a corresponding ARC of B-I. However, as previously noted, Community airports are recommended to maintain their existing runways and do not have objectives for specific lengths or widths. The following list of aircraft serve the local flying community with very limited business use by twin piston aircraft. Typical aircraft for the community service category include:

Cessna 172/182	Beechcraft Baron
Cessna 404	Piper Archer
Beechcraft Bonanza	Piper Arrow



Chapter 4: Airport Roles





Chapter 4: Airport Roles

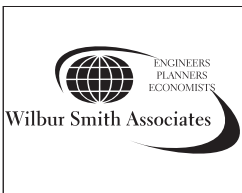


Table 4-14
Additional Minimum Facility/Service Objectives

Hangar Storage	Apron Tie-Downs	Terminal/Admin Building	Auto Parking	Ground Communications	Services
Commercial Airports					
70% of based aircraft	30% of based aircraft plus additional 75% for transient users	2,500 square feet of public use space with public restrooms, conference rooms, and pilots' lounge	1 space for each based aircraft plus 50% for employees/visitors	Public Phone, GCO	Fuel-AvGas and Jet A FBO-Full Service Maintenance-Full Service Rental Cars-Available
Regional Airports					
70% of based aircraft	30% of based aircraft plus additional 50% for transient users	2,500 square feet of public use space with public restrooms, conference rooms, and pilots' lounge	1 space for each based aircraft plus 50% for employees/visitors	Public Phone, GCO	Fuel-AvGas and Jet A FBO-Full Service Maintenance-Full Service Rental Cars-Available Business Airports
60% of based aircraft	40% of based aircraft plus additional 25% for transient users	1,500 square feet of public use space with public restrooms, conference rooms, and pilots' lounge	1 space for each based aircraft plus 25% for employees/visitors	Public Phone, GCO as needed	Fuel-AvGas; Jet A as required FBO-Full Service Maintenance-Limited Service Rental Cars-Desired Loaner Car-Available
Community Airports					
Maintain existing facility/service	Maintain existing facility/service	Maintain existing facility/service	Maintain existing facility/service	Public Phone, GCO as needed	Fuel-AvGas; Jet A as needed FBO-Limited Service

Summary

This chapter has set forth the initial classification system that will be used in subsequent analyses to evaluate the adequacy of Missouri's airport system. With the airport classifications and the facility and service minimum objectives identified, the ability of the system to meet the goals and objectives will be analyzed in the next step of the System Plan.

Chapter 5: Current System Performance

Stratification of the airports within the Missouri State Airport System, identified in Chapter Four, provides a baseline for evaluating the existing airport system. Performance measures, with specific benchmarks for each measure, are used to evaluate the system. This evaluation provides an indication of where the airport system is adequate to meet the State's near- and long-term aviation needs, identifies specific airport or system deficiencies, and helps to establish surpluses or duplications within the system. This evaluation provides the foundation for subsequent recommendations for the Missouri Airport System, as well as for individual study airports.

Some benchmarks used to evaluate Missouri's Aviation System are action-oriented, while others are more informational in nature. The three performance measures established to evaluate the system and considered in this chapter include the following:

- ❑ Physical – Ability to provide aviation facilities to meet the needs of the State
- ❑ Economic– Ability to promote an airport system that supports Missouri's economy
- ❑ Accessibility – Ability to promote development of an airport system that provides access to the State's population

The following sections of this chapter use each of the previously established system performance measures and their associated benchmarks to evaluate Missouri's existing airport system. It should be noted that the analyses that were provided are based on facilities and services at airports as of March 2004.

Performance Measure: Physical

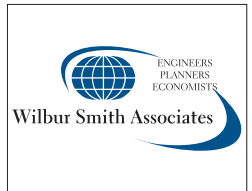
One of the most important facets of a good airport system is its ability to meet its customers' needs both now and in the future. Benchmarks were chosen to measure the adequacies of Missouri's Airport System that focus on the ability of system airports to meet basic user needs.

The following benchmarks were used to evaluate the adequacy of the Physical Performance Measure:

- ❑ Percent of system airports meeting minimum facility standards
 - Airports meeting ARC objectives
 - Airports meeting runway length objectives
 - Airports meeting runway width objectives
 - Airports meeting taxiway type objectives
 - Airports meeting NAVAIDS objectives
 - Airports meeting approach objectives
 - Airports meeting lighting objectives
 - Airports meeting weather reporting system objectives
 - Airports meeting hangar storage objectives
 - Airports meeting apron tie-down objectives
 - Airports meeting auto parking objectives
 - Airports meeting terminal/admin objectives
 - Airports meeting ground communications objectives
 - Airports meeting fuel objectives
 - Airports meeting maintenance objectives
 - Airports meeting FBO objectives
 - Airports meeting rental car services objectives
- ❑ Percent of system airports meeting FAA operational capacity guidelines



Chapter 5: Current System Performance





Chapter 5: Current System Performance



- ❑ Percent of system airports with adequate PCI ratings
- ❑ Percent of system airports meeting FAA runway safety standards
- ❑ Percent of system airports with appropriate zoning

The Missouri Airport System should provide sufficient airside and landside capacity to accommodate existing and projected aviation demand. While landside facilities are typically addressed in an airport master plan, the SASP analyzed selected landside facilities to provide a general overview of the system's ability to provide adequate capacity to meet current and future demand in addition to analyzing airside capacity issues.

Results of the benchmarking for the factors are discussed in the following sections.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting ARC objective. As established in the SASP the following ARC objectives were established for the four airport roles:

- ❑ Commercial Airports – C-II
- ❑ Regional Airports - B-II
- ❑ Business Airports – B-II
- ❑ Community Airports – A-I

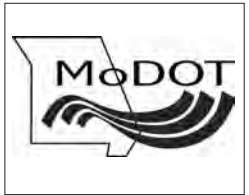
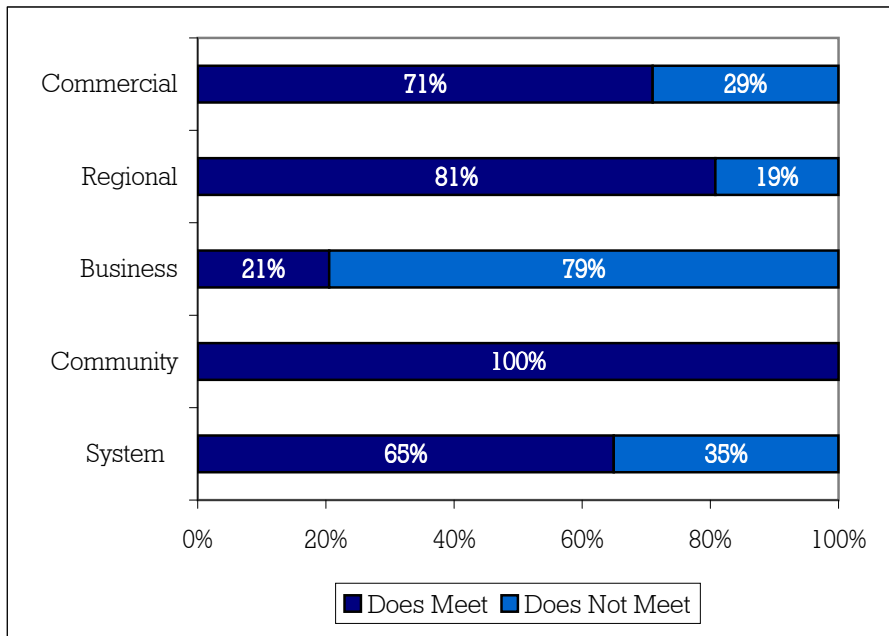
Each airport in the FAA's National Plan of Integrated Airport Systems (NPIAS document) is encouraged by the FAA to meet all applicable design and development standards. The most demanding aircraft that operates at the airport on a regular basis with at least 500 takeoffs and landings a year determines each airport's individual design standards and is known as the design or critical aircraft.

An airport's design standard is typically established during the development of an airport-specific master plan or airport layout plan (ALP). Each airport's design standards are related to the approach speed and the wingspan of its design aircraft. These two parameters are used to determine each airport's airport reference code (ARC); a letter, A, B, C, D, or E, is defined by the approach speed of the design aircraft, while a Roman numeral, I, II, III, IV, or V, is identified based on the wingspan of the design aircraft.

Table 5-1 indicates by airport role, whether or not each airport currently meets its minimum facility standard for the ARC objective. (Note: All tables are located at the conclusion of the text for this chapter.) Facilities needed to address current and future shortfalls will be identified in a later chapter of this document.

Chart 5-1 shows that for the facility standards – ARC objectives benchmark, 71 percent of Commercial, 81 percent of Regional, 21 percent of Business, and 100 percent of Community airports currently meet their ARC objective. Sixty-five percent of all system airports now meet the System Plan's ARC objective. It is important to note that airports that are not included in the NPIAS are not required to meet FAA standards, however, the FAA standards have been developed to promote the safe and orderly development of all airports and provide a reference point regarding facility development at all airports.

Chart 5-1
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – ARC Objectives



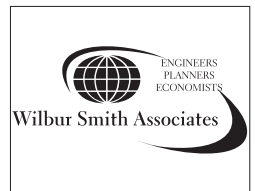
Chapter 5: Current System Performance

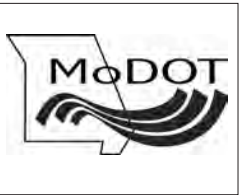
Benchmark: Percent of system airports meeting minimum facility standards: airports meeting runway length objectives. The System Plan established the following minimum runway length objectives by airport role:

- ❑ Commercial Airports – 5,500 feet
- ❑ Regional Airports – 5,000 feet
- ❑ Business Airports – 4,000 feet
- ❑ Community Airports – Maintain existing length

Adequate runway facilities, especially runway lengths, are important components of an aviation system. Facility and service objectives were developed for each of the four classification levels based on the types of aircraft anticipated to operate at airports in these classifications. In this analysis, the ability of the existing system to meet the identified objective minimum for primary runway length was examined using each airport's respective classification or role. An analysis of the primary runway length for each airport is presented in **Table 5-2**.

As shown in **Chart 5-2**, only 41 percent of the system airports meet the minimum primary runway length objectives for their respective role. Seventy-one percent of Commercial, 48 percent of Regional, and 26 percent of Business airports currently meet their runway length objectives. While Community airports are only required to maintain their existing runway length, it should be noted that lengths range from 2,300 feet to 4,504 feet. The System Plan set minimum primary runway lengths as a basis for evaluation. It is important to note that runway length requirements are determined based on factors such as mean maximum daily temperature during the hottest month and the elevation of the airport. The System Plan's minimum primary runway lengths have not addressed the variations in these factors for each individual airport and as such serve as guidelines that require more detailed analysis as part of specific airport planning efforts. Airports that exceed the minimum primary runway length are recommended to maintain the additional length, as determined to be necessary.

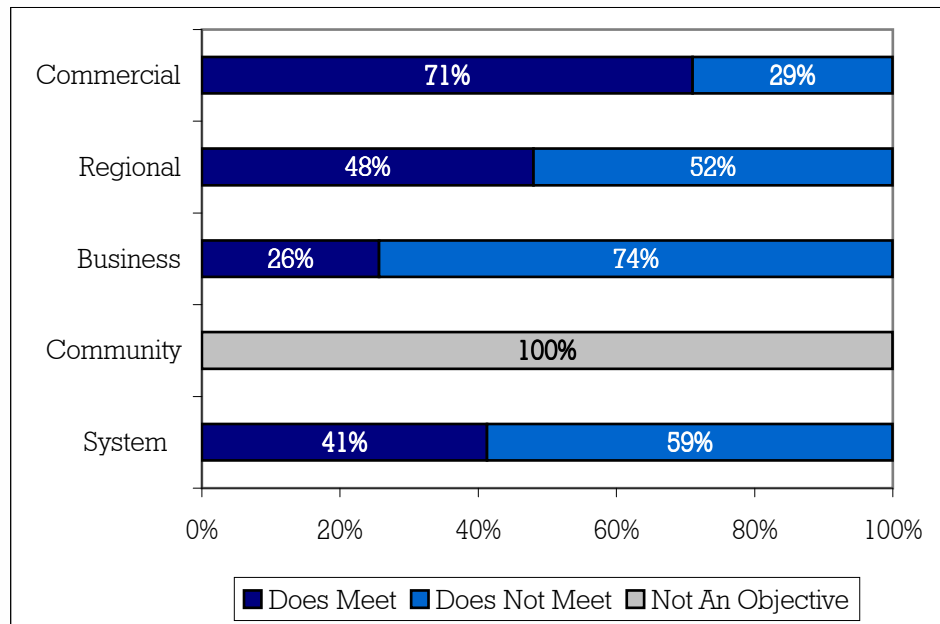




Chapter 5: Current System Performance



Chart 5-2
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Runway Length



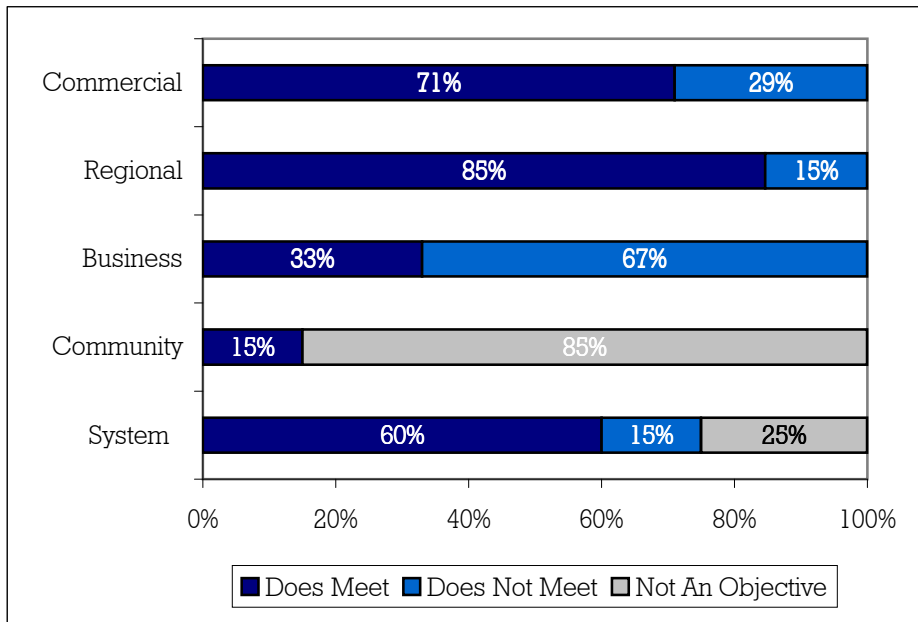
Benchmark: Percent of system airports meeting minimum facility standards: airports meeting runway width objectives. As established in the System Plan the following runway width objectives were established for the four airport roles:

- ❑ Commercial Airports – 100 feet
- ❑ Regional Airports – 75 feet
- ❑ Business Airports – 75 feet
- ❑ Community Airports – NPIAS—60'; Non-NPIAS—maintain existing

Another important component to the runway system is the width of the primary runway. It is important for runways to have adequate width that meet the minimum facility standards established as part of this study and meet FAA design standards. **Table 5-3** shows whether or not each airport meets its facility and service objectives for runway width.

As shown in **Chart 5-3**, 60 percent of the system airports meet the primary runway width objectives for their respective role. Seventy-one percent of Commercial, 85 percent of Regional, 33 percent of Business, and 15 percent of Community airports currently meet their runway length objectives. It should be noted that the objective for Community airports is for those included in the NPIAS to have a runway width of 60 feet, and Community airports not included in the NPIAS to maintain their existing runway width.

Chart 5-3
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Runway Width



Chapter 5: Current System Performance

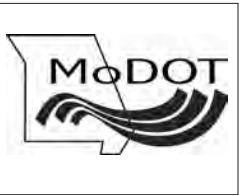
Benchmark: Percent of system airports meeting minimum facility standards: airports meeting taxiway type objectives. As established in the System Plan, the following taxiway type objectives were established for the four airport roles:

- ❑ Commercial Airports – Full Parallel Taxiway
- ❑ Regional Airports – Full Parallel Taxiway
- ❑ Business Airports – Turnarounds on each Runway End; Full Parallel desired
- ❑ Community Airports – Turnarounds on each Runway End

Taxiways are constructed to facilitate aircraft movements to and from the runway system. Strategically placed taxiway exits permit aircraft to clear the runway after landing and significantly increase the runway capacity. Some taxiways are necessary simply to provide access between the apron and runway, whereas other taxiways become necessary as activity increases and safer and more efficient use of the airfield is necessary. Airports meeting their respective facility objective for taxiway type are shown in **Table 5-4**.

Chart 5-4 shows that currently, 79 percent of Commercial, 59 percent of Regional, and 18 percent of Business airports currently meet their taxiway objectives. While only 6 percent of Community airports meet their objective, it should be noted that airports with turf runways are not required to provide a taxiway thus accounting for 26 percent of Community airports.

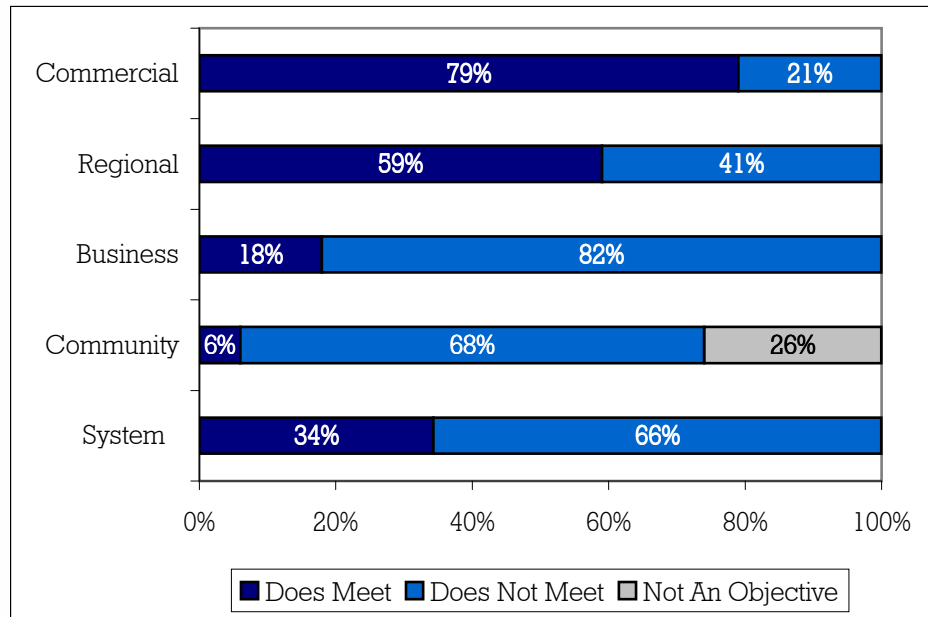




Chapter 5: Current System Performance



Chart 5-4
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Taxiway Type

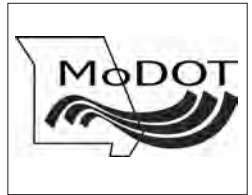
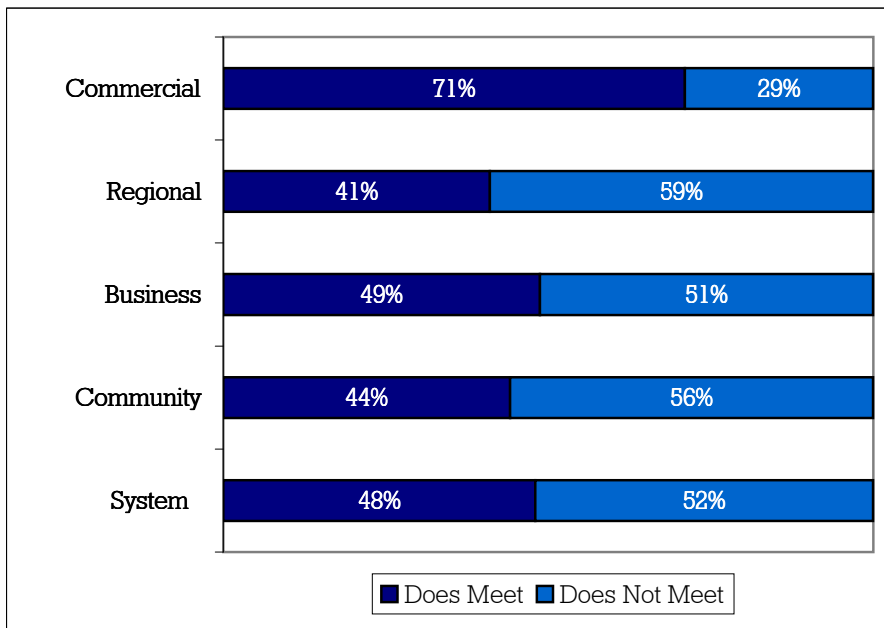


Benchmark: Percent of system airports meeting minimum facility standards: airports meeting NAVAIDS objectives

Various visual and electronic Navigational Aids (NAVAIDS) provide navigational assistance to aircraft arriving and departing Missouri's airports. All airports are required to provide the basic visual aids (lighted wind cone and a segmented circle). While it is desired, but not required, that Community airports also have a rotating beacon, all other roles are required to provide this aid. Other visual aids provide support to non-precision and precision approach aids, such as Visual Approach Slope Indicators (VASI), Precision Approach Path Indicators (PAPI), and Runway End Identifier Lights (REIL). Due to the age and difficulty in getting parts and maintaining VASIs, it is recommended that all existing VASIs be replaced over time with newer PAPIs. Commercial and Regional airports are required to provide VASI/PAPI and REILs and it is desired that Business airports strive to provide these NAVAIDS. **Table 5-5** shows which airports currently meet their objectives for NAVAIDS. It is important to note that if an airport does not meet all of its NAVAIDS objectives it is recognized as not meeting the benchmark in totality.

As shown in **Chart 5-5**, 48 percent of all system airports currently meet the NAVAIDS objectives benchmark. Only 71 percent of Commercial, 41 percent of Regional, 49 percent of Business, and 44 percent of Community airports currently meet their objectives.

Chart 5-5
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – NAVAIDS



Chapter 5: Current System Performance

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting approach objectives

Precision approach systems provide electronic horizontal and vertical information to aircraft during their approach to and landing at an airport. These systems allow aircraft to locate an airport and land on a specific runway during periods of reduced visibility and/or inclement weather. Operators of the most demanding general aviation aircraft, including business aircraft, typically prefer to operate at airports with precision approaches, in part due to their reliability during periods of inclement weather. Additionally, a precision approach minimizes the time that airports are closed because of poor visibility. This reduces delays, rerouting of aircraft, and ground travel times associated with not being able to access the most convenient airport.

Similar to precision approaches, non-precision approaches provide electronic information to aircraft during their approach to and landing at an airport. In general, non-precision approach systems provide horizontal guidance with relation to a specific runway at an airport. These systems do not provide vertical guidance or glide slope information to aircraft. While not as advanced or expensive to install and maintain as precision approaches, non-precision approaches support airport operations during periods of reduced visibility and inclement weather when visual approaches are not possible. Non-precision approaches also provide additional reliability to aircraft operators. As mentioned in Chapter 4, airports were evaluated based on the type of the most demanding approach available/published. The following categories were used:

- ❑ Precision Approach (lower than $\frac{3}{4}$ of a mile)
- ❑ Non-Precision Approach (not lower than $\frac{3}{4}$ of a mile)
- ❑ Visual Approach (Visual and/or not lower than 1 mile)

Examples of non-precision approaches include very high frequency omni-directional radio (VOR), global positioning systems (GPS), localizer (LOC), and non-directional radio beacon (NDB).

Air accessibility was measured by identifying all system airports that have a published approach. **Table 5-6** lists the Missouri airports that currently report having an instrument approach to at least one end of their primary runway. Community airports are only required to provide a visual approach.



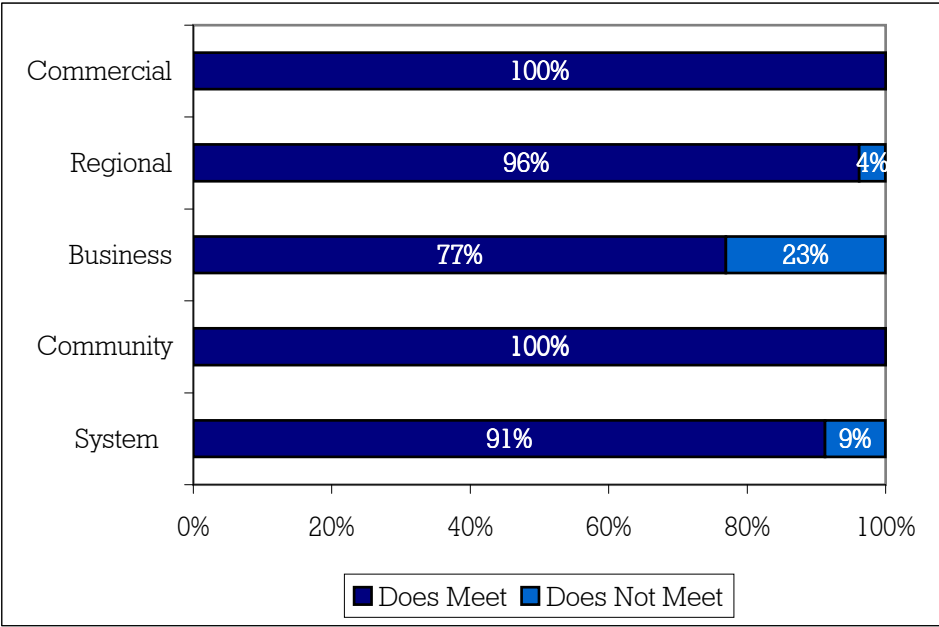


Chapter 5: Current System Performance



As shown in **Chart 5-6**, 91 percent of airports currently meet their approach objective. One hundred percent of Commercial, 96 percent of Regional, 77 percent of Business, and 100 percent of Community airports currently meeting their objective. According to the facility and service objectives that have been set previously, it is not an objective that Community airports provide an instrument approach. However, it should be noted that Ava Bill Martin Memorial, Gainesville Memorial, Gideon Memorial, Osceola Municipal, and Stockton Municipal airports currently have non-precision approaches on their primary runways.

Chart 5-6
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Approach



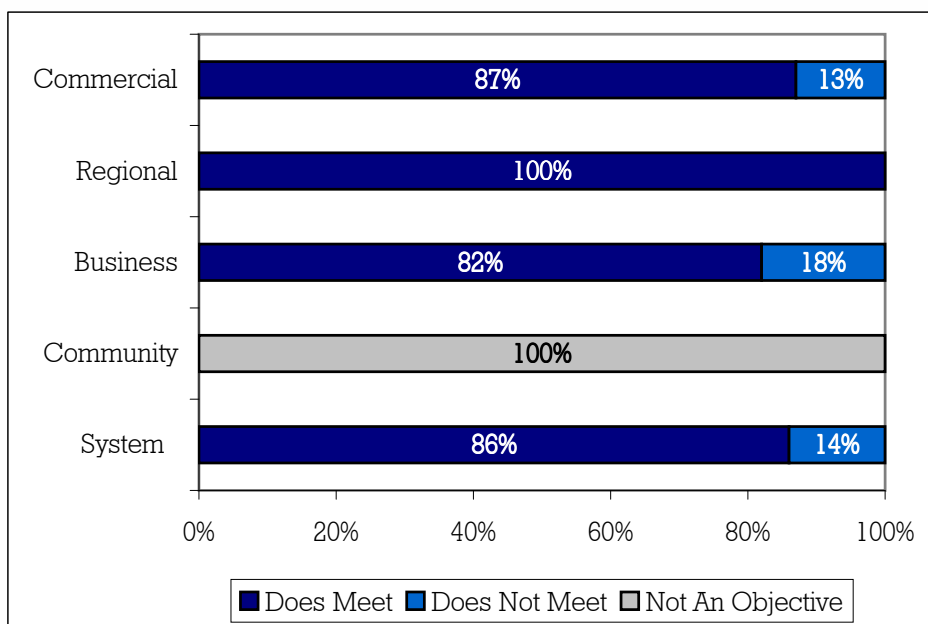
Benchmark: Percent of system airports meeting minimum facility standards: airports meeting lighting objectives. As established in the System Plan, the following lighting objectives were established for the four airport roles:

- ☐ Commercial Airports – MIRL/MITL Minimum; HIRL/HITL with ALS desired
- ☐ Regional Airports – MIRL/MITL or taxiway reflectors
- ☐ Business Airports – MIRL and Taxiway reflectors
- ☐ Community Airports – LIRL desired

Runway and taxiway lights along with taxiway reflectors are used to outline the edges of runways and taxiway during periods of darkness or restricted visibility conditions. The light systems are classified according to the intensity or brightness they are capable of producing: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL). Taxiway reflectors are cylinder type reflectors with high intensity reflective material that outline taxiways. Approach lighting systems (ALS) are used by pilots during an instrument approach landing to align the aircraft with the centerline of the runway. **Table 5-7** indicates which airports are currently meeting their respective lighting objective. It should be noted that in order to “meet” this benchmark, airports must meet both their runway and taxiway lighting objective.

As shown in **Chart 5-7**, 87 percent of Commercial, 100 percent of Regional, and 82 percent of Business airports currently meet their lighting benchmark. While Community airports are only desired to provide LIRL, it should be noted that 85 percent of these airports currently provide LIRL or MIRL.

Chart 5-7
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Lighting



Benchmark: Percent of system airports meeting minimum facility standards: airports meeting weather reporting objectives. As established in the System Plan, the following weather reporting objectives were established for the four airport roles:

- ❑ Commercial Airports – AWOS
- ❑ Regional Airports – ASOS or AWOS
- ❑ Business Airports – ASOS or AWOS desired
- ❑ Community Airports – None

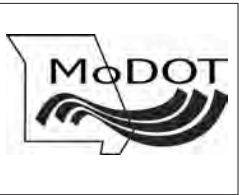
On-site weather reporting equipment at an airport can complement that facility's precision or non-precision approach capabilities, as well as promote an increased safety margin during periods of inclement or changing weather. By providing on-site weather reporting equipment, pilots are ensured sufficient information related to weather conditions at their destination airport, as well as other potential backup airports, to make informed decisions regarding their operations.

For this benchmark, those airports that currently have an operational automated surface observing system (ASOS), an automated weather observing system (AWOS), or an air traffic control tower (ATCT) were identified. **Table 5-8** indicates which airports, by role, are currently meeting their objective.

Chart 5-8 shows that 29 percent of airports have an on-site weather reporting system. It should be noted that 66 percent of airports required to have an on-site weather system currently do. Although Business and Community airports are not required to provide weather service on-site, it should be noted that the following airports currently provide an AWOS as one of their services: Chillicothe Municipal, Malden Regional, Marshall Memorial Municipal, Maryville Memorial, Warsaw Municipal, and Piedmont Municipal airports.

Chapter 5: Current System Performance

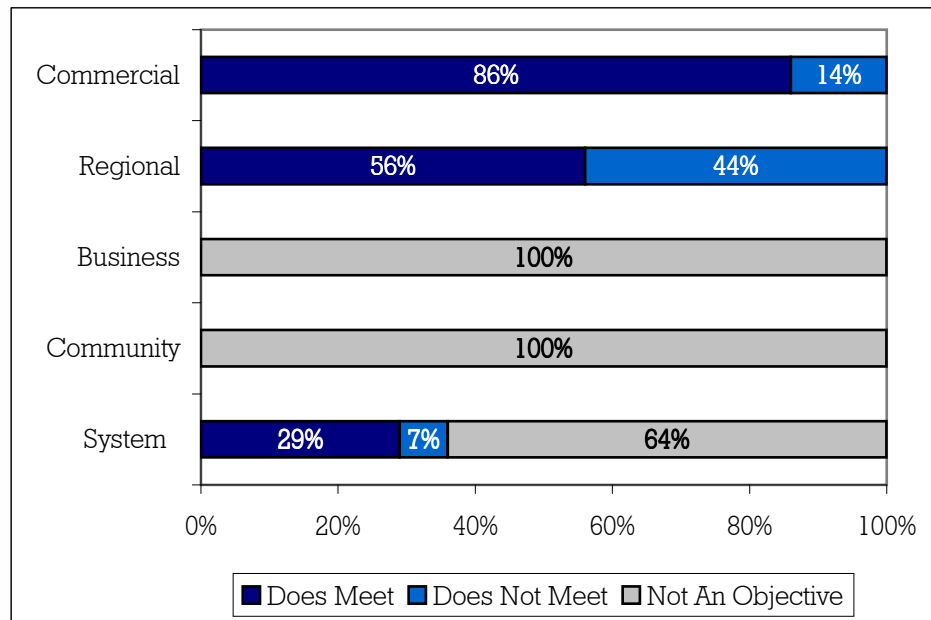




Chapter 5: Current System Performance



Chart 5-8
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Weather



Benchmark: Percent of system airports meeting minimum facility standards: airports meeting hangar storage objectives. As established in the System Plan, the following hangar storage objectives were established for the four airport roles:

- ❑ Commercial Airports – 70% of based aircraft
- ❑ Regional Airports – 70% of based aircraft
- ❑ Business Airports – 60% of based aircraft
- ❑ Community Airports – Maintain existing facilities

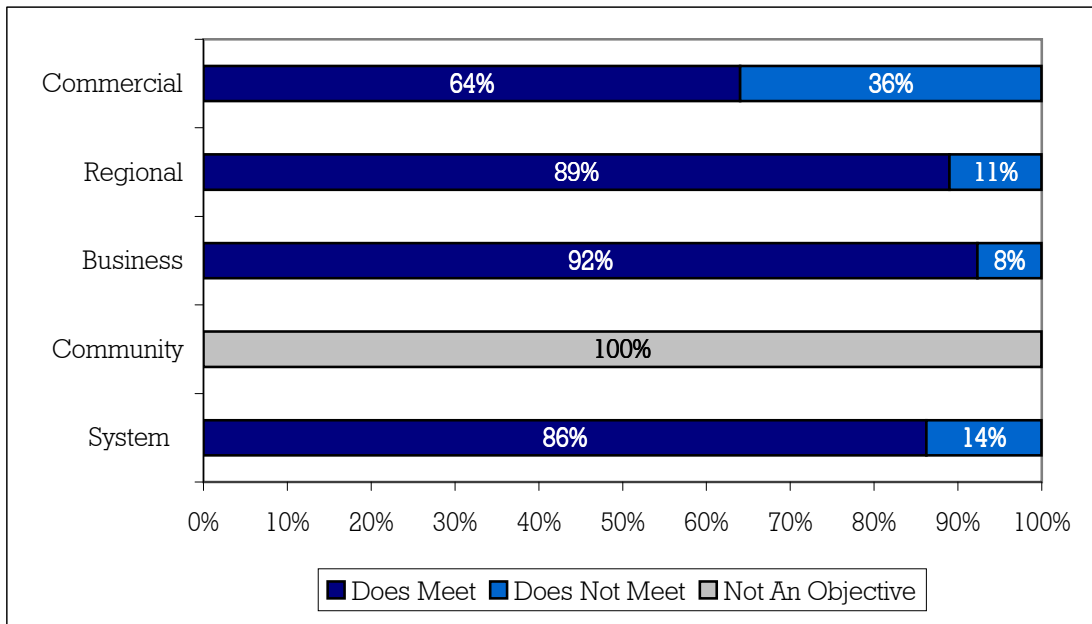
The need to provide covered storage for based aircraft varies by airport, climate, aircraft cost, security, and other considerations. Nationally, there is a growing trend for owners of general aviation aircraft to seek covered storage. Until recently, hangar development did not qualify for federal grants and the need for hangar development often lagged behind the airport's ability to provide such facilities. In addition to third-party developers, such as an airport's fixed based operator (FBO—a person or business that provides on-site airport services such as fueling, maintenance, repair, and aircraft storage), federal grants may now be available for hangar development.

A comparison of current based aircraft at all airports to the number of covered storage spaces reported by the airports was performed. This comparison provides a general assessment of the adequacy of existing hangar space. This information is summarized in **Table 5-9** indicates by airport role, whether or not each airport currently meets its facility objectives for hangar storage.

Chart 5-9 shows that for the aircraft storage benchmark, 64 percent of Commercial, 89 percent of Regional, and 92 percent of Business airports currently meet their objective for covered storage for based aircraft. Community airports are required to maintain their existing hangar facilities.

Eighty-six percent of all system airports now meet the System Plan's aircraft storage objective. If additional hangars are not provided between now and the end of the 20-year planning period, this systemwide compliance rating for the hangar objective will decrease. Facilities needed to address current and future shortfalls will be identified in a subsequent chapter of this document.

Chart 5-9
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Hangar Storage



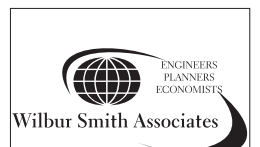
Chapter 5: Current System Performance

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting aircraft parking objectives. As established in the System Plan, the following aircraft parking objectives were established for the four airport roles:

- ❑ Commercial Airports – 30% of based aircraft plus an additional 75% for transient aircraft
- ❑ Regional Airports – 30% of based aircraft plus an additional 50% for transient aircraft
- ❑ Business Airports – 40% of based aircraft plus an additional 25% for transient aircraft
- ❑ Community Airports – Maintain existing facilities

Using the facility objectives, each study airport was reviewed to determine the ability of current aircraft parking facilities to meet study objectives. The results are depicted in **Table 5-10**.

Chart 5-10 shows that currently, 50 percent of Commercial, 70 percent of Regional airports, and 49 percent of Business airports meet their objective for the aircraft parking benchmark.

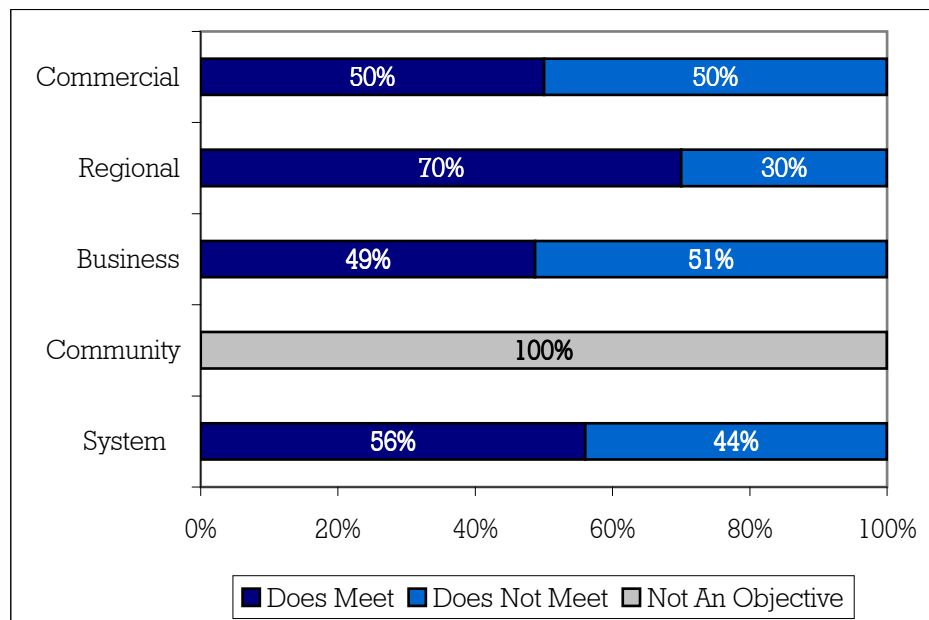




Chapter 5: Current System Performance



Chart 5-10
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Aircraft Parking



Benchmark: Percent of system airports meeting minimum facility standards: airports meeting auto parking objectives

An airport's need for general aviation-related automobile parking is driven by the number of owners basing planes at the airport, on-airport employment, and other factors. For the System Plan, the following objectives were established for each airport role to provide sufficient auto parking:

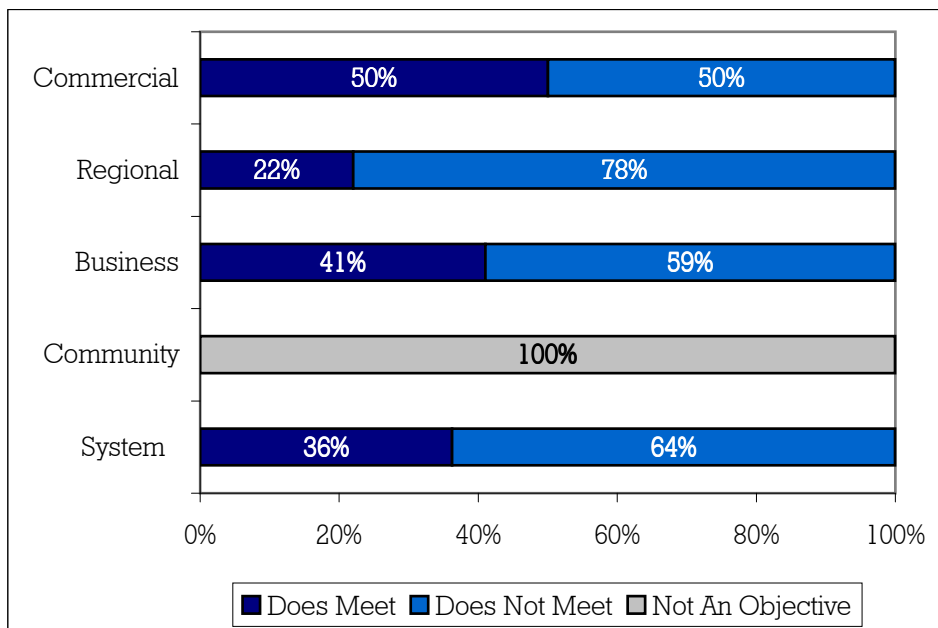
- ❑ Commercial Airports – 1 space for each based aircraft plus 50% for employees/visitors
- ❑ Regional Airports – 1 space for each based aircraft plus 50% for employees/visitors
- ❑ Business Airports – 1 space for each based aircraft plus 25% for employees/visitors
- ❑ Community Airports – Maintain existing facilities

It is often difficult to accurately identify the number of "actual" spaces available for general aviation-related auto parking. Many smaller general aviation airports often have unpaved auto parking areas. At some airports, it is not uncommon for aircraft owners to park their cars in their hangar when they are flying their plane. As a result of the events on September 11, 2001, new security guidelines for commercial and general aviation airports may result in restricted auto parking in aircraft movement areas. Airports should therefore plan to provide auto parking in designated areas away from hangars and other areas of aircraft movement.

Using the facility objectives, each study airport was reviewed to determine the ability of current auto parking facilities to meet study objectives. The results are depicted in **Table 5-11**.

Chart 5-11 shows that 50 percent of Commercial, 22 percent of Regional, and 41 percent of Business airports currently meet their auto parking objectives. Again, Community airports are only required to maintain their existing facilities. It should be noted that auto parking needs were only analyzed for general aviation needs and not airline passenger needs at Commercial airports.

Chart 5-11
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Auto Parking



Benchmark: Percent of system airports meeting minimum facility standards: airports meeting terminal/administrative building objectives

Typically, general aviation terminal/administration buildings are planned to serve the total number of peak hour operations/passengers. General aviation buildings may serve many different roles, depending on the complexity of the airport. At many of the Commercial, Regional, and Business airports, the general aviation terminal/administration building may house a fixed base operator (FBO), pilot lounge, weather information area, showers, and observation area. The FBO often provides services such as fuel, hangar and tie-down rental, flight school, oxygen, courtesy cars, and aircraft maintenance. The administrative needs at Community airports usually consist of a telephone and a place where a pilot can plan his/her trip. Based on the roles in the system, the Missouri State Airport System Plan has identified different terminal/administrative building facility objectives for Commercial, Regional, Business, and Community airports.

Objectives:

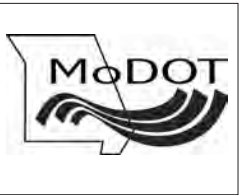
- ❑ Commercial Airports – At a minimum, 2,500 square feet of public space with public restrooms, conference rooms, and pilots' lounge
- ❑ Regional Airports – At a minimum, 2,500 square feet of public space with public restrooms, conference rooms, and pilots' lounge
- ❑ Business Airports – At a minimum, 1,500 square feet of public space with public restrooms, conference rooms, and pilots' lounge
- ❑ Community Airports – Maintain existing facilities

Each study airport was reviewed to determine the ability of its general aviation terminal/administrative building to meet these objectives. The results are depicted in **Table 5-12**. As shown in Table 5-12, several airports are currently not meeting their general aviation terminal/administrative building facility objective.

Chart 5-12 shows that 79 percent of Commercial, 44 percent of Regional, and 31 percent of Business airports meet their objective for the general aviation terminal/administrative building. There was not an objective for Community airports for this benchmark.

Chapter 5: Current System Performance

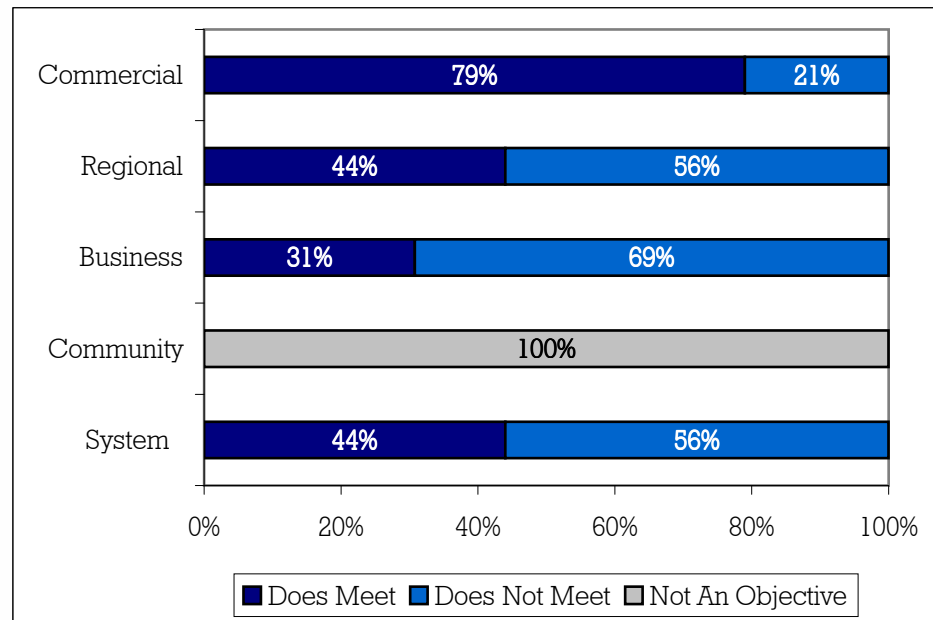




Chapter 5: Current System Performance



Chart 5-12
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Terminal/Admin



Benchmark: Percent of system airports meeting minimum facility standards: airports meeting ground communications objectives

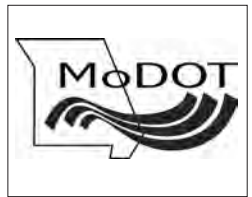
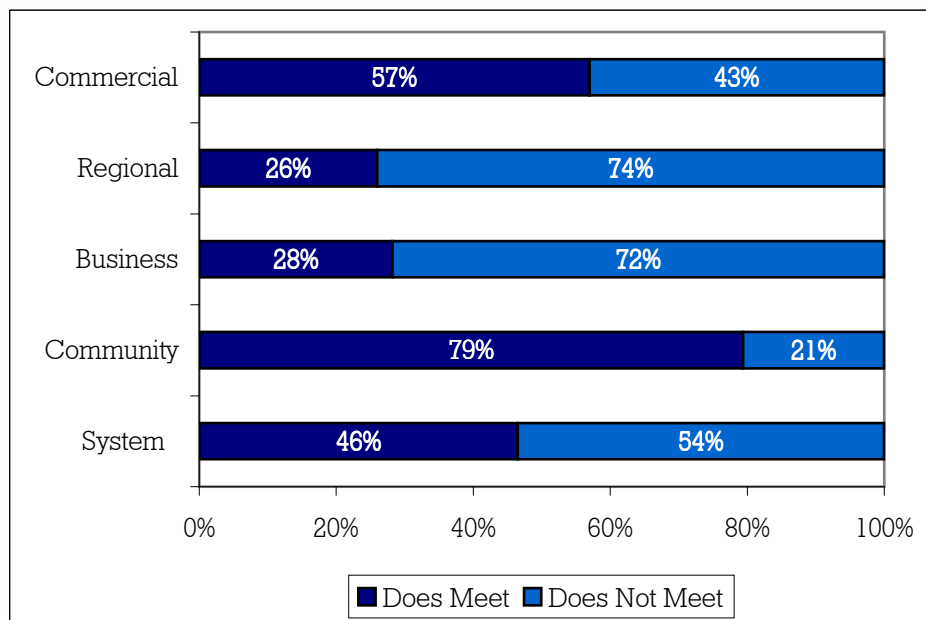
In addition to airports providing public telephone service, ground communication outlets (GCO) are another communications service that airports can provide. The GCO allows pilots to communicate directly with air traffic controllers located in various parts of the state. Pilots needing a clearance can tune into an aviation frequency and key their microphone four times. The GCO recognizes the clicks and automatically dials a restricted number for a given approach to an airport. The pilot then has the ability to communicate directly with the controller responsible for that airspace. For the System Plan, the following objectives were established for each airport role to provide sufficient ground communications:

- ❑ Commercial Airports – Public phone, GCO
- ❑ Regional Airports – Public phone, GCO
- ❑ Business Airports – Public phone, GCO as needed
- ❑ Community Airports – Public phone, GCO as needed

Using the facility objectives, each study airport was reviewed to determine the ability of current ground communication services to meet study objectives. The results are depicted in **Table 5-13**. It should be noted that in order for an airport to meet its objective it must meet it in its entirety.

Chart 5-13 shows that currently, 57 percent of Commercial, 26 percent of Regional airports, 28 percent of Business, and 79 percent of Community airports meet their objective for the ground communications benchmark.

Chart 5-13
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Ground Comm.



Benchmark: Percent of system airports meeting minimum facility standards: airports meeting fuel objectives. As established in the System Plan, the following fueling objectives were established for the four airport roles:

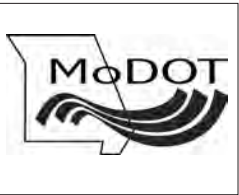
- ❑ Commercial Airports – AvGas and Jet A
- ❑ Regional Airports – AvGas and Jet A
- ❑ Business Airports – AvGas; Jet A as needed
- ❑ Community Airports – AvGas; Jet A as needed

Using the facility objectives, each study airport was reviewed to determine the ability of current fueling facilities to meet study objectives. The results are depicted in **Table 5-14**.

Systemwide, 74 percent of airports are meeting their fueling objectives, as shown in **Chart 5-14**. Currently, 86 percent of Commercial, 85 percent of Regional airports, 92 percent of Business, and 38 percent of Community airports meet their objective for the fueling benchmark.

Chapter 5: Current System Performance





Chapter 5: Current System Performance

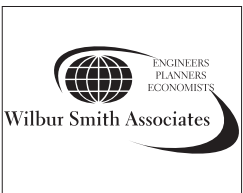
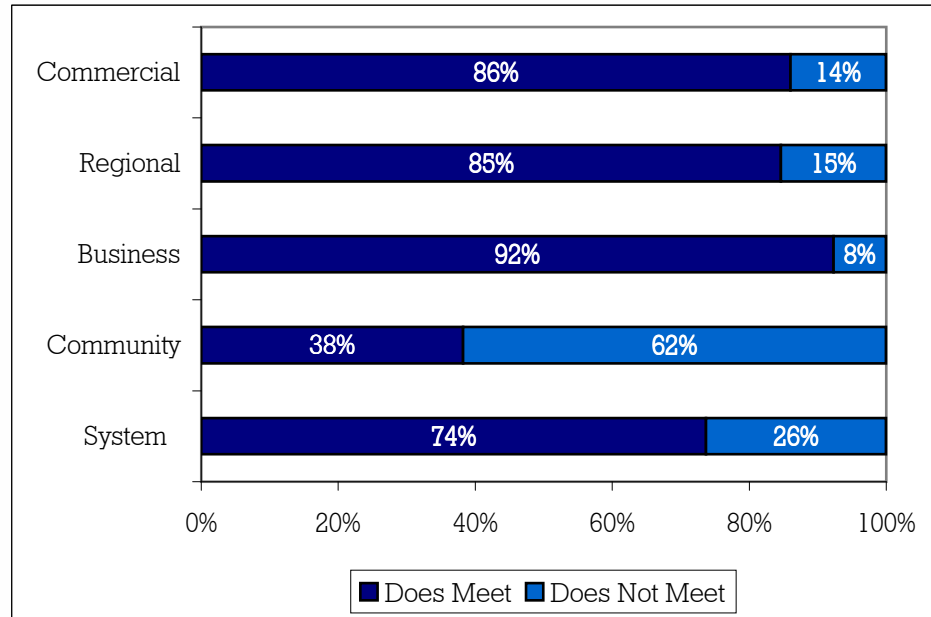


Chart 5-14
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Fuel

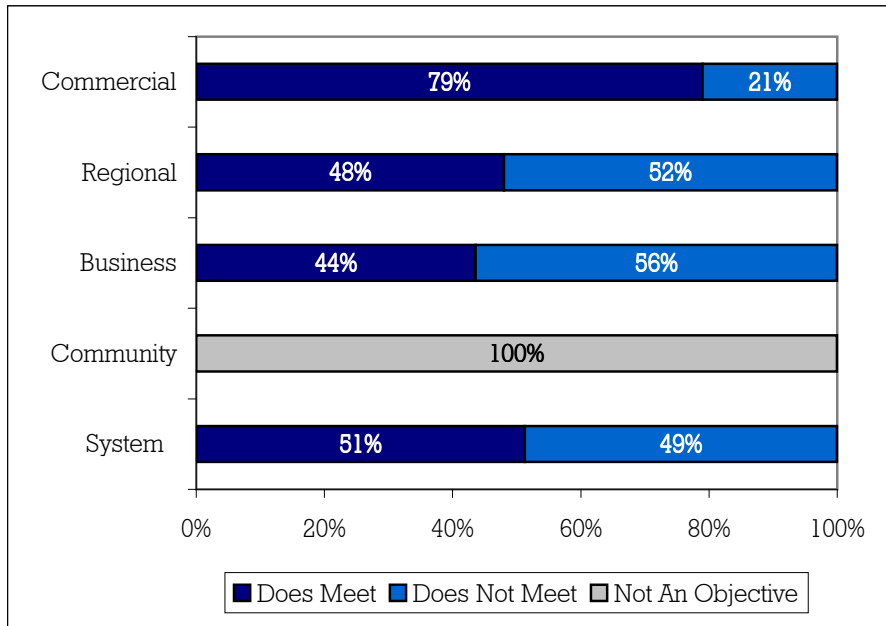


Benchmark: Percent of system airports meeting minimum facility standards: airports meeting maintenance objectives

Aircraft maintenance is an important service that airports can provide that is beneficial to all vested members of the aviation community whether on the local, regional, or state level. This service is yet another mechanism that airports use to be self-sufficient while conducting business and adding jobs to the economic base of the local community, region, and state. Airports providing aircraft maintenance are shown in **Table 5-15**.

Providing aircraft maintenance is not required of all airports in Missouri, however, as shown on **Chart 5-15**, of the airports required to provide this service, 51 percent currently meet their requirement. Commercial and Regional airports are required to provide full service maintenance services (aircraft repair maintenance and/or avionics). It should be noted that Community airports are not required to provide aircraft maintenance.

Chart 5-15
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Maintenance



Chapter 5: Current System Performance

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting FBO objectives

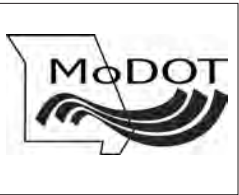
A Fixed Base Operator (FBO) is a local airport business which provides aviation services at an airport. Services provided are basic aeronautical services such as fuel sales, flying instruction, charter flights, and aircraft maintenance. For the System Plan, the following objectives were established for each airport role to provide sufficient FBO services:

- ❑ Commercial Airports – Full Service
- ❑ Regional Airports – Full Service
- ❑ Business Airports – Full Service
- ❑ Community Airports – Limited Service

Using the facility objectives, each study airport was reviewed to determine the ability of current FBO services to meet study objectives. The results are depicted in **Table 5-16**.

Systemwide, 62 percent of airports of airports are meeting their FBO objectives, as shown in **Chart 5-16**. Currently, 100 percent of Commercial, 85 percent of Regional airports, 59 percent of Business, and 32 percent of Community airports meet their objective for the FBO benchmark.





Chapter 5: Current System Performance

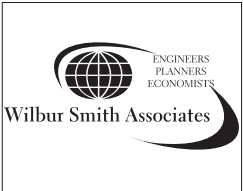
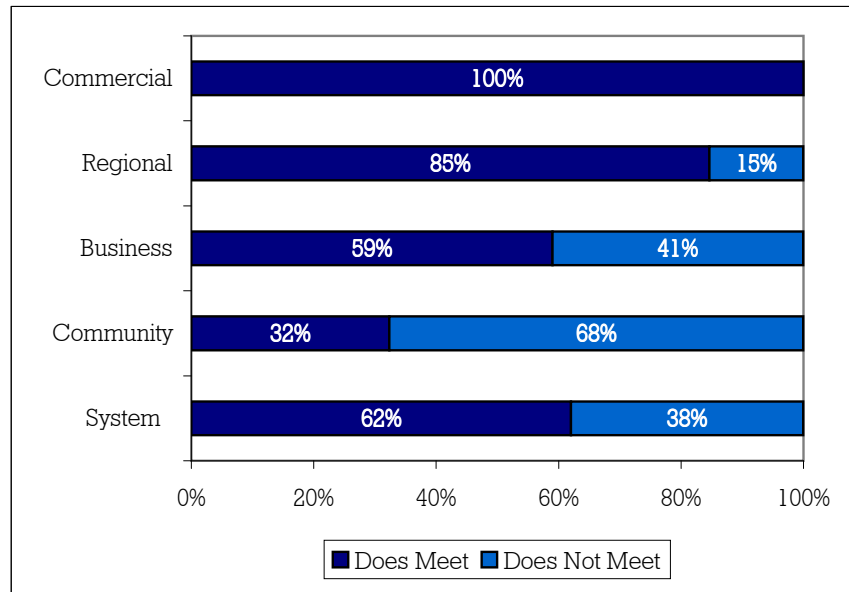


Chart 5-16
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – FBO

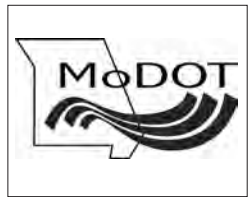
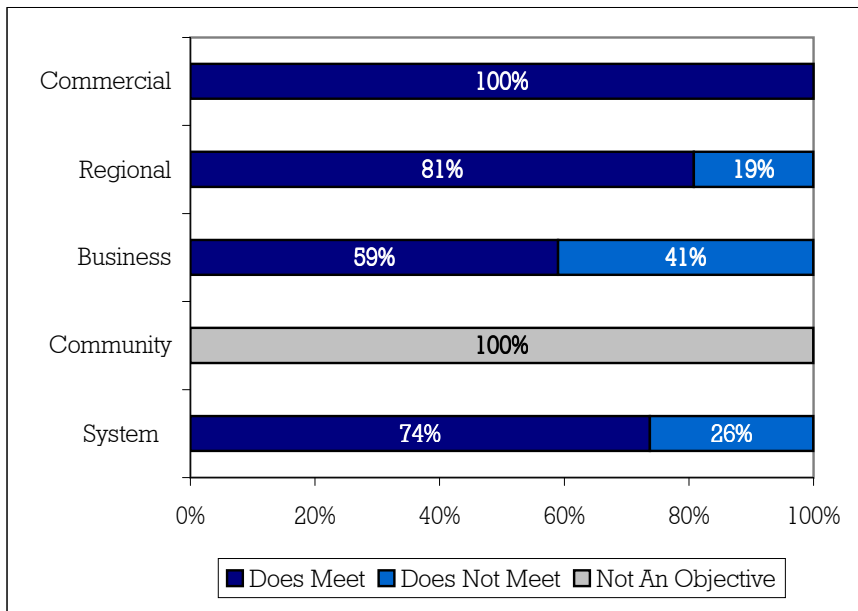


Benchmark: Percent of system airports meeting minimum facility standards: airports meeting rental car/loaner car service objectives

When aircraft owners fly into an airport either for business or discretionary purposes, it is often important for them to have access to transportation services. Sometimes, users need or require on-site rental car services, while at other times, off-site rental car services or a loaner car are acceptable. **Table 5-17** summarizes the rental car/loaner car availability at airports.

Chart 5-17 shows that of the airports that are required to provide rental car/loaner services, systemwide, 74 percent of airports currently meet their objective. It should be noted that even though Community airports are not required to provide rental car/loaner car services, Albany Municipal, Ava Bill Martin Memorial, Houston Memorial, Linn State Tech College, and Montgomery-Wehrman Airports currently provide these services.

Chart 5-17
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards – Rental /Loaner Car



Benchmark: Percent of System Airports Meeting FAA Operational Capacity Guideline Objectives

Operational delays are undesirable within any airport system. Air travel is chosen as a transportation mode because of the timesavings that it offers. When aircraft encounter operational delays because of insufficient operational capacity, efficiencies gained through air transportation are diminished. In addition, when aircraft are forced to idle on the ground or circle in the air as a result of inadequate operational capacity, the likelihood of negative impacts on the environment increases.

For benchmarks related to operational capacity, an annual service volume (ASV) was obtained or calculated for all system airports. According to the FAA definition of annual operational capacity, ASV is reflective of an estimate of the total number of annual takeoffs and landings that an airport can process when there is always an aircraft ready to land or depart.

There are a number of factors that influence each airport's ability to process annual operations, and these factors are used to determine each airport's specific ASV. Each airport's ability to process operational demand is influenced by factors such as the "mix" of the aircraft that operate at the airport. When large and small aircraft operate or are mixed in the same traffic pattern, the spacing between aircraft must be increased. This need for increased spacing, when an airport's fleet mix is diverse, reduces the operational capacity. In addition to fleet mix, other factors that determine an airport's ASV include the lack or presence of a taxiway system. Runways that are served by full parallel taxiways with appropriately spaced taxiway exits have higher operational capacities. Airports that support higher percentages of aircraft training also have higher ASVs.

The FAA has determined that when annual operations (takeoffs plus landings) at an airport utilize approximately 60 percent of an airport's calculated annual service volume (ASV), some operational delays can be encountered. By the time an airport's demand versus capacity ratio reaches 80 percent, noticeable delays to operations can be anticipated. An airport can operate even when its annual operations consume 100 percent of its annual capacity, but delays are significant and frequent at this demand/capacity ratio.

Chapter 5: Current System Performance





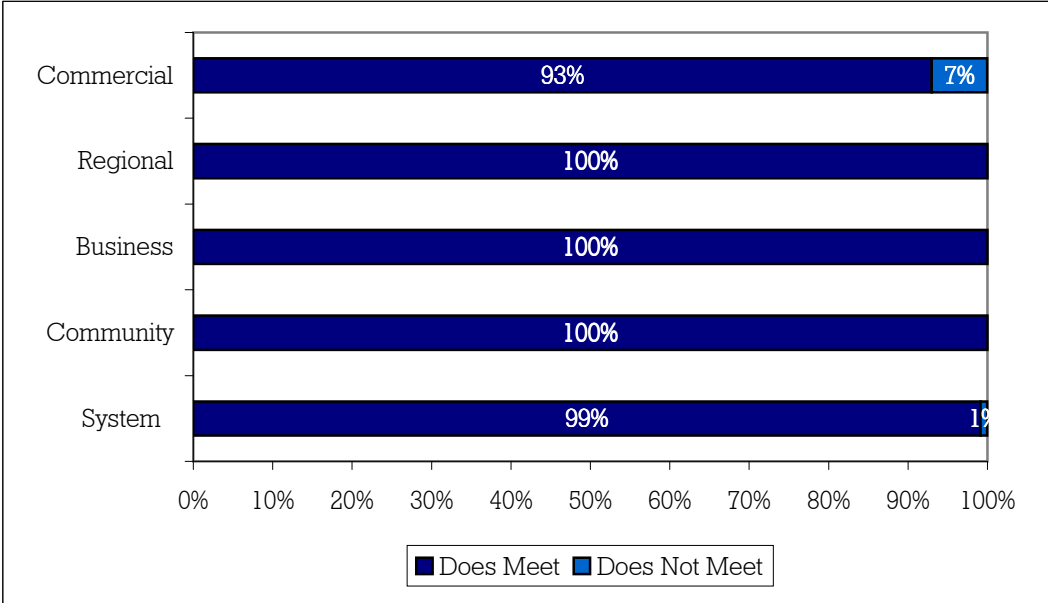
Chapter 5: Current System Performance



For this benchmark, each airport's ASV was calculated and then compared to its 2002 operational demand levels. The results of whether or not airports are meeting FAA guidelines are presented in **Table 5-18**.

As shown in **Chart 5-18**, 99 percent of system airports are operating below the 60 percent demand/capacity ratio. Spirit of Saint Louis Airport is currently at 61 percent demand/capacity. The findings indicate, that with the exception of Spirit of Saint Louis, that there are no significant operational delays being experienced at study airports.

Chart 5-18
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Operational Capacity Guidelines

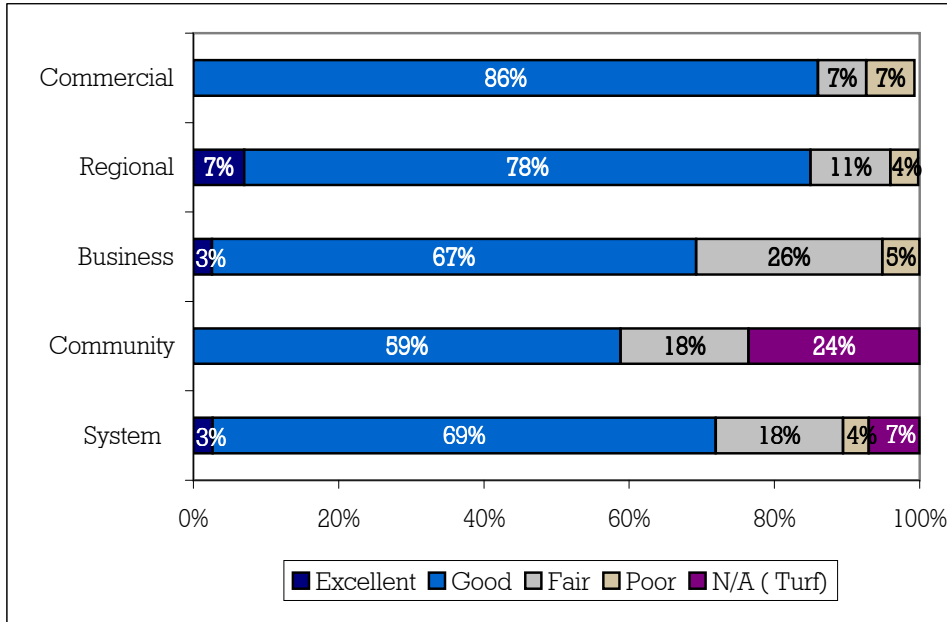


Benchmark: Percent of system airports with adequate PCI ratings

Investment in the development and maintenance of paved surfaces at all system airports represents a considerable allocation of funds each year. The Missouri Department of Transportation has determined that maintaining pavements to a certain standard helps to prevent major, costly reconstruction projects. The review of pavement condition was determined from FAA 5010 Forms for primary runways only. It should be noted that as part of this study, MoDOT is conducting a pilot Airport Pavement Study to develop PCIs for airports, as well as a program to manage future pavement projects. Six airports were analyzed in the first phase and additional airport will be analyzed in subsequent phases. This information is depicted in **Table 5-19**. It is worth noting that this benchmark is not applicable to airports with unpaved runways.

Most system airports have a fairly highly compliance with this benchmark. **Chart 5-19** shows that 94 percent of all system airports have primary runways that have pavements with at least a "fair" rating. Airports that currently have "poor" pavement conditions on their primary runway are Saint Charles, East Kansas City, and Air Park South. It is worth noting that as pavement conditions at system airports change from year to year, the ability of system airports to meet the objective set for this benchmark will also change.

Chart 5-19
Current Performance
Performance Measure: Physical
Benchmark: Airports with Adequate PCI Ratings
(Primary Runway Only)



Benchmark: Percent of system airports meeting FAA runway safety standards objectives

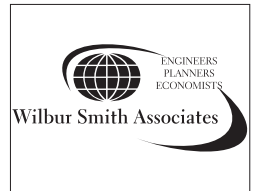
The dimensions for the runway safety area (RSA) are determined by the individual ARC of each airport. The RSA is designed to promote and increase airport safety, and is defined as the surface surrounding the runway which is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot or overshoot on the runway. The RSA, in accordance with FAA standards, should be free and clear of any obstructions; the RSA should also be graded, but not necessarily paved.

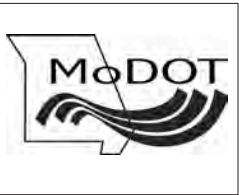
The dimensions of the RSA vary based on applicable design standards of ARC and approach visibility minimums for the respective runway. The FAA has set standards for both the length and width of the RSA for each Airport Reference Code, as per FAA AC 150/5300-13, change 7, Airport Design.

Each airport in the Missouri system was evaluated to determine if existing RSA lengths and widths are appropriate based on the airport's current ARC standards. **Table 5-20** lists each airport and indicates whether standards of length and width of the RSA are met for the primary runway at the airport. It should be noted that if the runway doesn't fully meet the RSA design standards then for the purposes of this analysis, the airport is not compliant.

When looking solely at the length and width requirements set by the FAA, this results in an 84 percent compliance rating for system airports (see **Chart 5-20**). Prudent planning dictates that all system airports should strive to comply with RSA requirements on the ends of their primary runway. Therefore, as future planning and development at all system airports takes place, there should be an emphasis on projects that enable system airports to be compliant with their respective RSA guidelines.

Chapter 5: Current System Performance

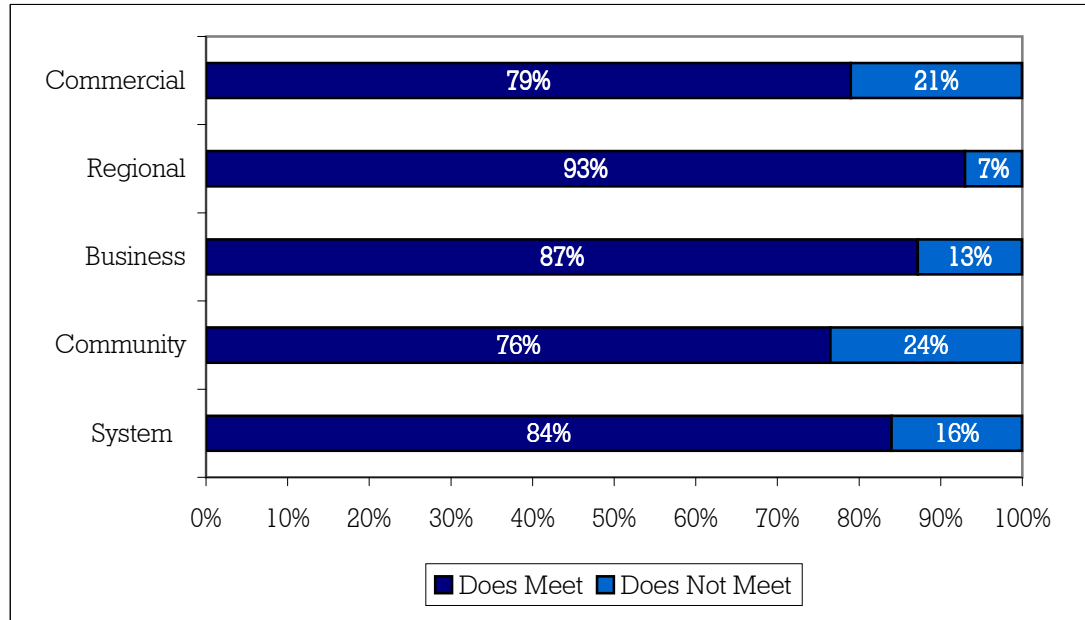




Chapter 5: Current System Performance



Chart 5-20
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Runway Safety Area Guidelines
(Primary Runway Only)



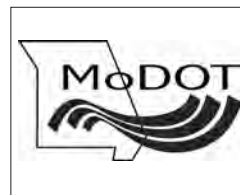
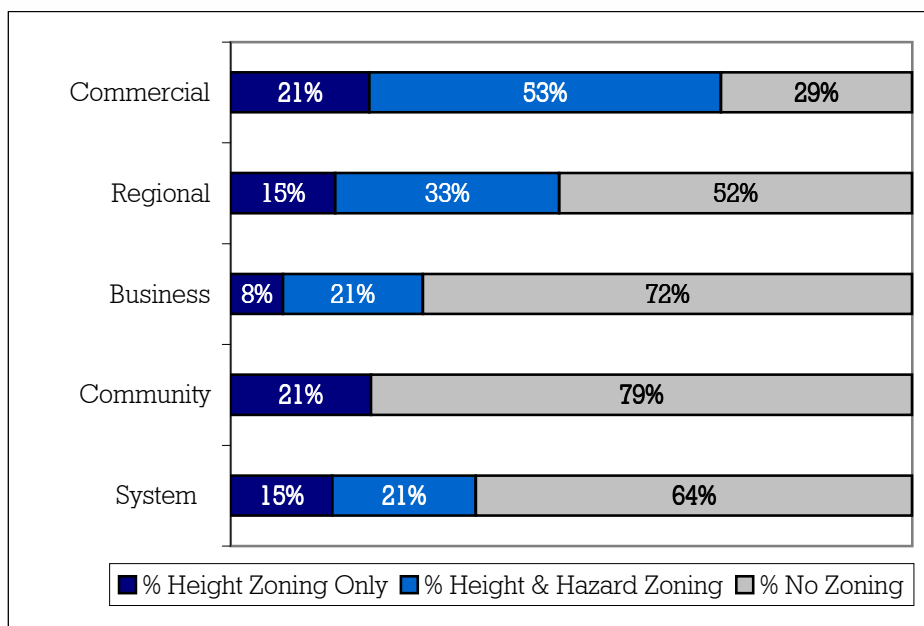
Benchmark: Percent of system airports meeting with height/hazard zoning

The long-term viability of airports in most systems can be threatened or endangered by encroachment from land uses or activities that are incompatible with an airport and its operation. For many airports, their zone of influence and potential impact extend off property that is actually owned or controlled by the airport. In these instances, the airport must work with surrounding municipalities to implement land use controls or zoning that recognize the presence of the airport and its potential areas of impact. The types of zoning and land use controls that were analyzed include height zoning and hazardous zoning. Areas around an airport that are most likely to experience impact from daily takeoffs and landings are typically confined to the flight pattern of the aircraft that operate at the airport and to any noise-related contours the aircraft may generate.

Many of Missouri's airports, according to data collected during the inventory, have taken steps to work with their host and surrounding communities to adopt height and/or hazardous zoning controls. Meeting this particular benchmark for the system is often times beyond the airport's control, as actions to make land uses within the influence zones of each airport are at the discretion of the affected municipality. Airports that report having taken steps to consider some type of compatible land use are shown in **Table 5-21**.

Statewide for all airports, the current compliance rating for airports reporting either height or hazardous zoning compatibility is 36 percent. **Chart 5-21** shows that Commercial airports report having more than 70 percent compliance, while 48 percent of Regional, 29 percent of Business, and 21 percent of Community airports report having height zoning, hazard zoning, or both.

Chart 5-21
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Height/Hazard Zoning



Performance Measure: Economic Support

Air transportation is important to Missouri's economic infrastructure. Employers throughout the State consider the existence and efficiency of air transportation facilities when expanding or developing in a given geographic area. In addition, airport market areas must possess other characteristics that make them candidates for the retention and attraction of various economic and development activities.

Business aviation is one of the fastest growing portions of general aviation. Business aviation consists of companies and individuals using aircraft as tools to conduct their business. According to the National Business Aviation Association (NBAA), businesses are rapidly becoming more dependent on general aviation to conduct business.

Business aviation not only supports the economic vitality of individual companies, but also the State as a whole. In order to support growing business-related aviation activity in the State, it is important that a reasonable number of Missouri airports be able to support larger, more sophisticated business jet aircraft. For the Economic Performance Measure, several benchmarks are indicators of an airport's ability to support business aircraft and thus support economic development.

Benchmarks used in the State Airport System Plan to evaluate the system for its ability to adequately support the Economic Performance Measure are as follows:

- ❑ Percent of Missouri's economic/trade centers within a 30-Minute drive time of a Commercial or Regional airport
- ❑ Percent of Missouri's population within a 30-Minute drive time of an airport meeting business user needs
- ❑ Percent of system airports with jet fuel
- ❑ Percent of system airports supporting aircraft maintenance

Benchmark: Percent of Missouri's economic/trade centers within a 30-Minute drive time of a Commercial or Regional airport

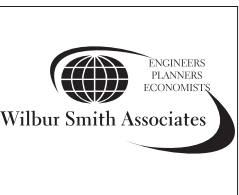
Those airports that were determined to contribute the most to Missouri's airport system in the stratification process were categorized as Commercial and Regional functional roles in previous chapters. Airports

Chapter 5: Current System Performance





Chapter 5: Current System Performance



in these higher functional roles accommodate high levels of activity and are typically located in or near major population and employment centers.

Because of their relative importance to the overall system and the high level of facilities and services that these airports are intended to provide, it is important that Commercial and Regional airports provide adequate access to Missouri's economic/trade centers. Economic/trade centers were defined as those areas of the state with \$5 million or greater in net taxable sales. Using GIS, Commercial and Regional airports were then analyzed using a 30-minute drive time to determine the amount of coverage to the state's economic/trade centers. GIS analysis indicates that nearly all of Missouri's economic/trade centers are completely covered by either a Commercial or Regional airport. It should be noted that a minimal amount of Missouri's economic/trade centers lie beyond a 30-minute drive time of a Commercial or Regional airport. Current coverage is presented in **Exhibit 5-1**.

Exhibit 5-1

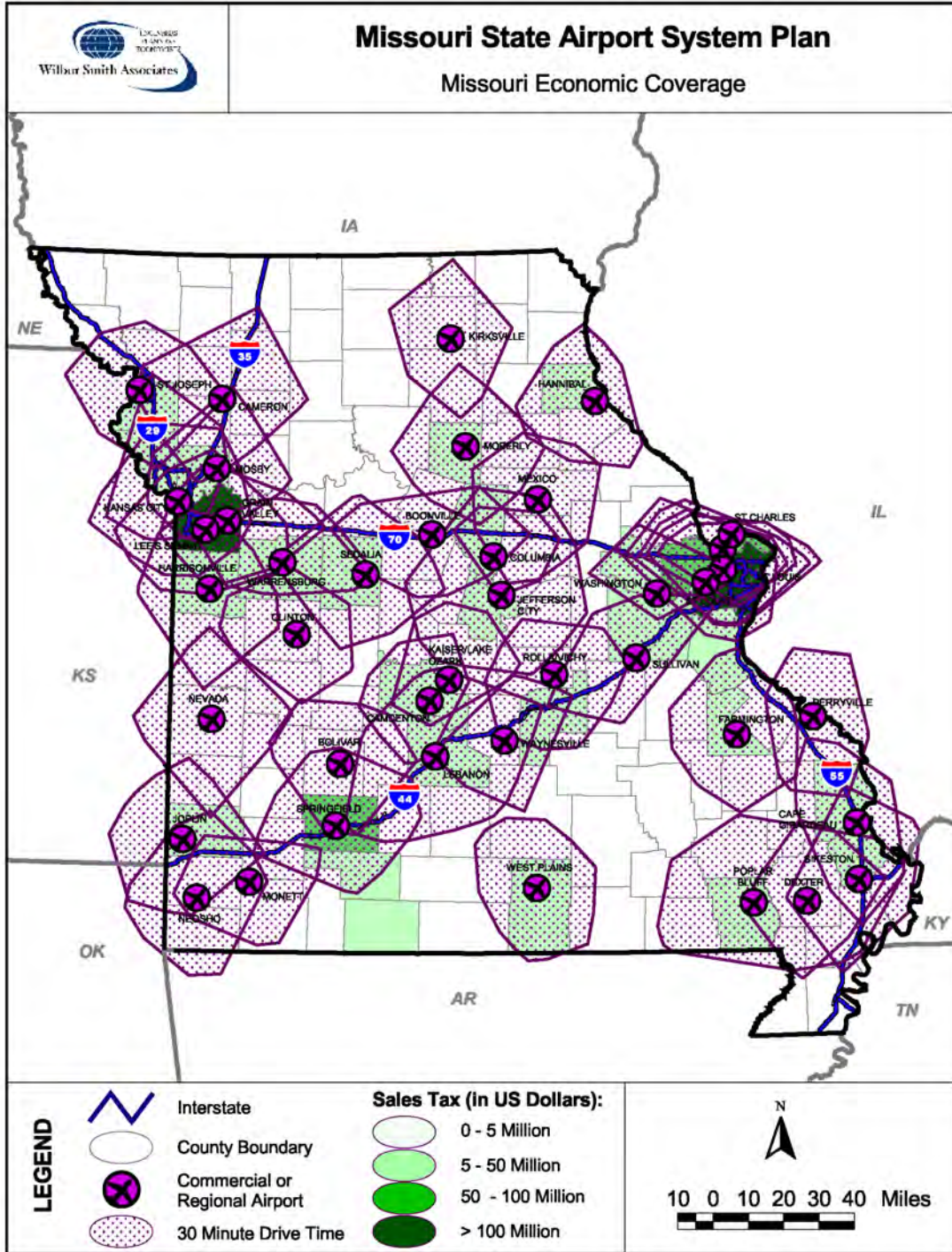
Current Performance

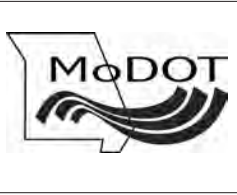
Performance Measure: Economic Support

Benchmark: Percent of Missouri's Economic/Trade Centers within a 30-Minute Drive Time of a Commercial or Regional Airport

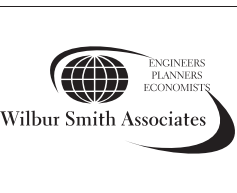


Chapter 5:
Current System
Performance





Chapter 5: Current System Performance



Benchmark: Percent of Missouri's population within a 30-Minute drive time of an airport meeting business user needs

There are certain inherent facilities and services that an airport can provide that naturally attract business users and meet their needs. Those facilities and services often include longer runway lengths, jet fuel, and an instrument approach. Adequate runway lengths are one of the most important components of an aviation system and play a vital role in economy. Longer runways typically translate into valuable assets in regards to their economic value to both the communities they are in and the State. A runway length of 5,000 feet or greater allows a broader range of aircraft to utilize the airport, in addition to allowing an airport to function at a larger capacity. Jet fuel attracts corporate users and provides a revenue stream to the economy and as previously mentioned, airports providing an instrument approach, non-precision or precision, allow aircraft to utilize the airfield during times of reduced visibility and/or inclement weather.

Using GIS analysis it was determined that 71 percent of the State's population is within a 30-minute drive time of an airport providing the above mentioned business user needs (see **Exhibit 5-2**). Additionally, GIS analysis determined that 32 percent of the State's area is within a 30-minute drive time of an airport serving business user needs. In subsequent chapters, the need for additional airports to meet these needs will be evaluated.

Exhibit 5-2

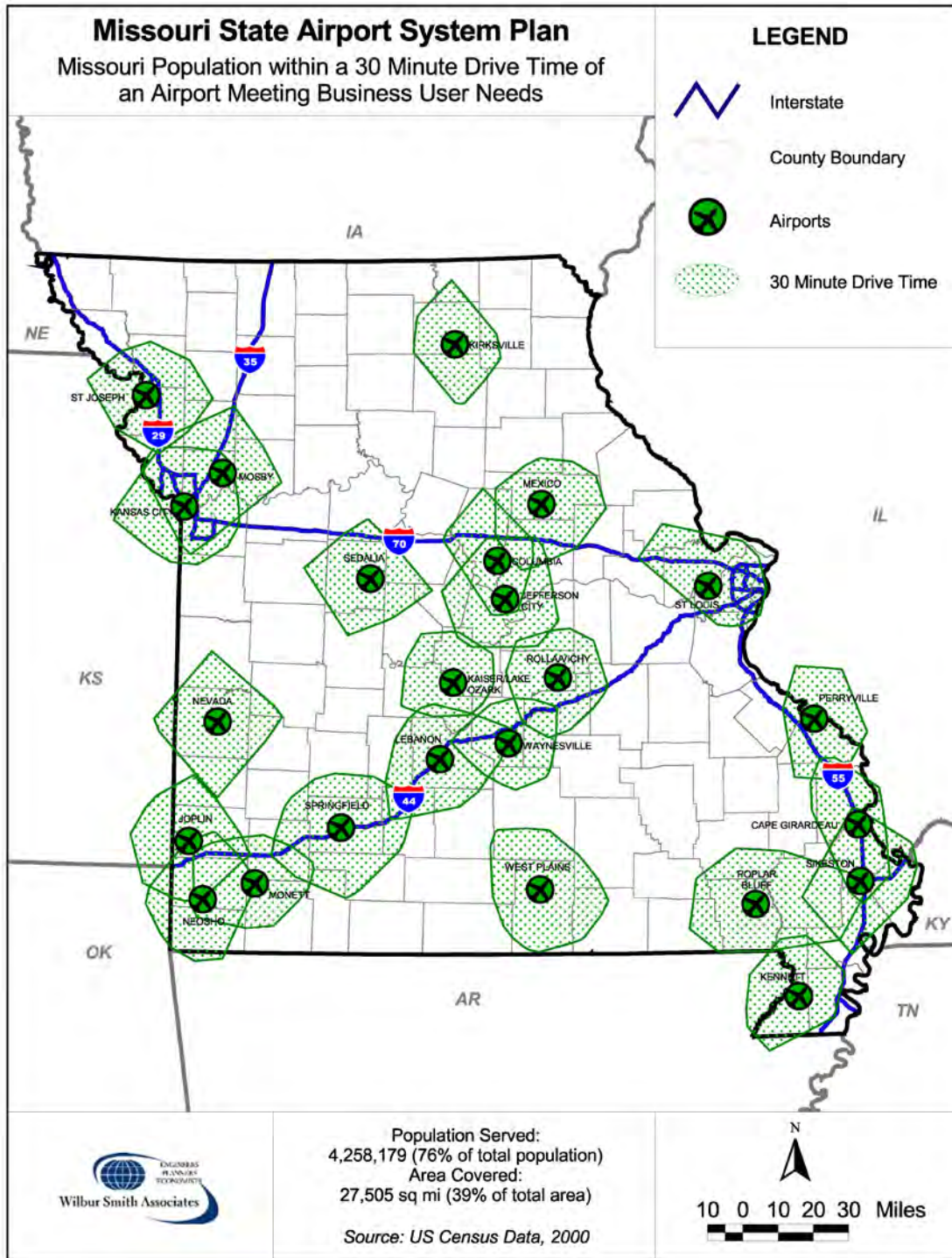
Current Performance

Performance Measure: Economic Support

Benchmark: Percent of Missouri's Population within a 30-Minute Drive Time of an Airport Meeting Business User Needs

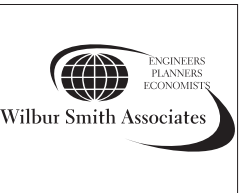


Chapter 5: Current System Performance





Chapter 5: Current System Performance

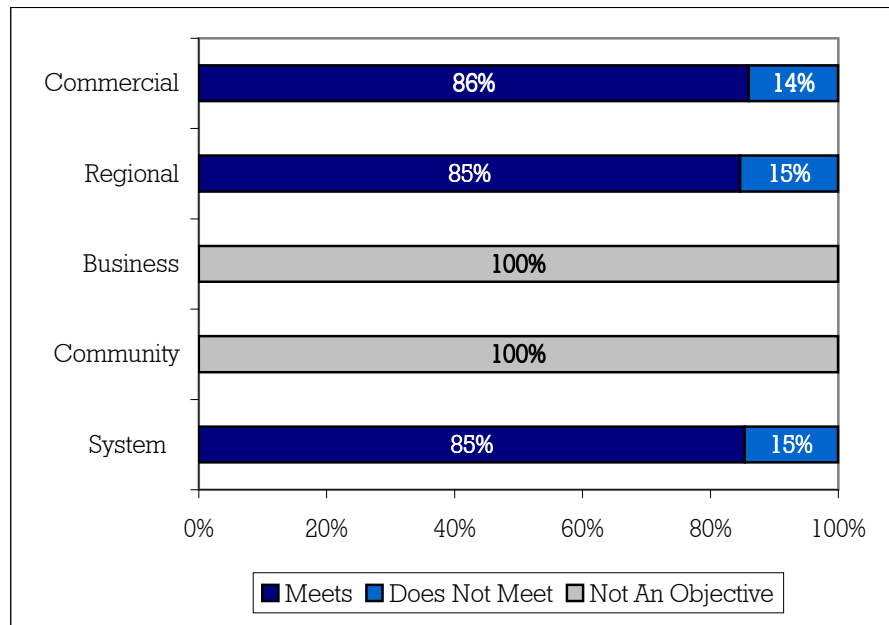


Benchmark: Percent of system airports with jet fuel

Providing jet fuel at an airport is a valuable service for based aircraft users as well as transient airport users. By providing this service, airports attract both the pleasure flier and corporate user, thus adding another revenue stream to the local economy. **Table 5-22** indicates which airports currently provide jet fuel.

As indicated in **Chart 5-22**, 85 percent of all airports that are required to provide jet fuel currently do. Eighty-six percent of Commercial airports and 85 percent of Regional airports provide this service. It should be noted several Business airports and none of the Community airports provide jet fuel, nor are they required to.

Chart 5-22
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports with Jet Fuel

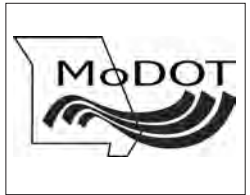
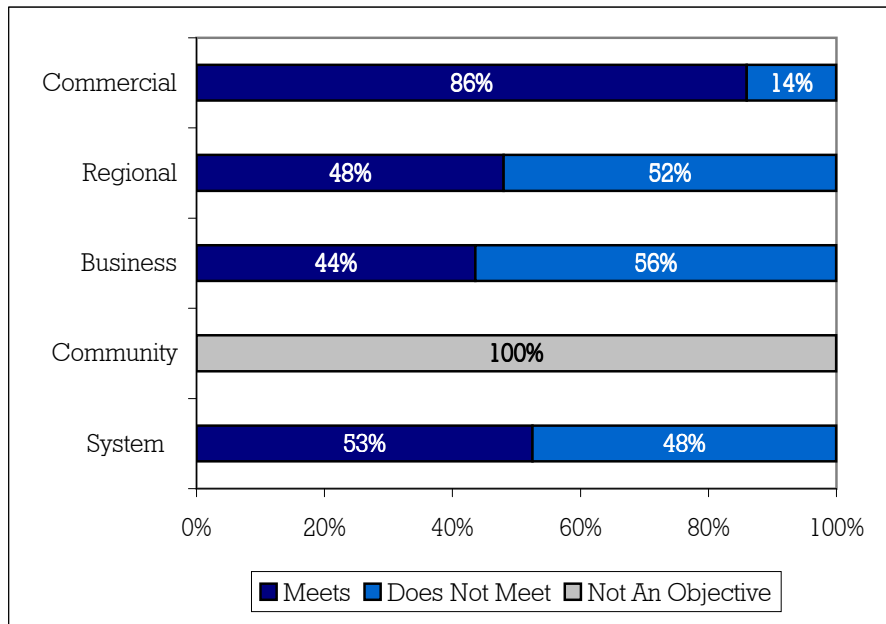


Benchmark: Percent of airports supporting aircraft maintenance

Aircraft maintenance is an important service that airports can provide that is beneficial to all vested members of the aviation community whether on the local, regional, or state level. This service is yet another mechanism that airports use to be self-sufficient while conducting business and adding jobs to the economic base of the local community, region, and state. Airports providing aircraft maintenance are shown in **Table 5-23**.

Providing aircraft maintenance is not required of all airports in Missouri, however, as shown on **Chart 5-23**, of the airports required to provide this service 53 percent currently meet their requirement. It should be noted that Community airports are not required to provide aircraft maintenance; however, Linn State Tech College does provide this service.

Chart 5-23
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports Supporting Aircraft Maintenance



Performance Measure: Accessibility

For an airport system to adequately serve a state, it should provide convenient and reasonable access from both the ground and the air. The ability of any airport system to meet the Accessibility Performance Measure can be determined in several ways.

Ground accessibility can be measured by determining the coverage or ability to access provided by system airports to all geographic areas of the State, and by determining the percentages of the State's population that are within established drive times of all or various categories of system airports. System accessibility can also be determined by measuring the effective coverage provided by airports that provide certain types of facilities.

Air accessibility is also an important factor in measuring system performance. Air accessibility is influenced by factors such as the airport's type of approach (precision, non-precision, or visual), and the presence, or lack thereof, of on-site weather-reporting equipment.

Benchmarks that will be used to evaluate the system's ability to provide adequate ground and air access are discussed below.

- ❑ Percent of population centers within a 30-minute drive time of a Commercial or Regional airport
- ❑ Percent of Missouri's population within 30-minutes of an airport with on-site weather reporting equipment
- ❑ Percent of system airports with adequate surface access to airports
- ❑ Percent of Missouri's population within 30-minutes of any system airport
- ❑ Percent of Missouri's population within 45-minutes of a Commercial or Regional Airport
- ❑ Percent of Missouri's population within 30-minutes of a Business Airport
- ❑ Percent of system airports with any instrument approach
- ❑ Percent of system airports with precision approaches
- ❑ Percent of Missouri's population within 30-minutes of an airport with a precision approach

Chapter 5: Current System Performance





**Chapter 5:
Current System
Performance**



Benchmark: Percent of population centers within a 30-minute drive time of a Commercial or Regional airport

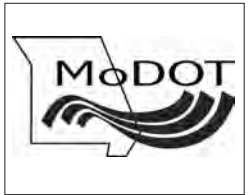
It is important that Commercial and Regional airports provide adequate coverage to Missouri's population centers. GIS analysis indicates that nearly all of Missouri's population centers are within a typical 30-minute drive time of either a Commercial or Regional airport. It should be noted that a minimal amount of Missouri's population centers lie beyond a 30-minute drive time of a Commercial or Regional airport. Current coverage is presented in **Exhibit 5-3**.

Exhibit 5-3

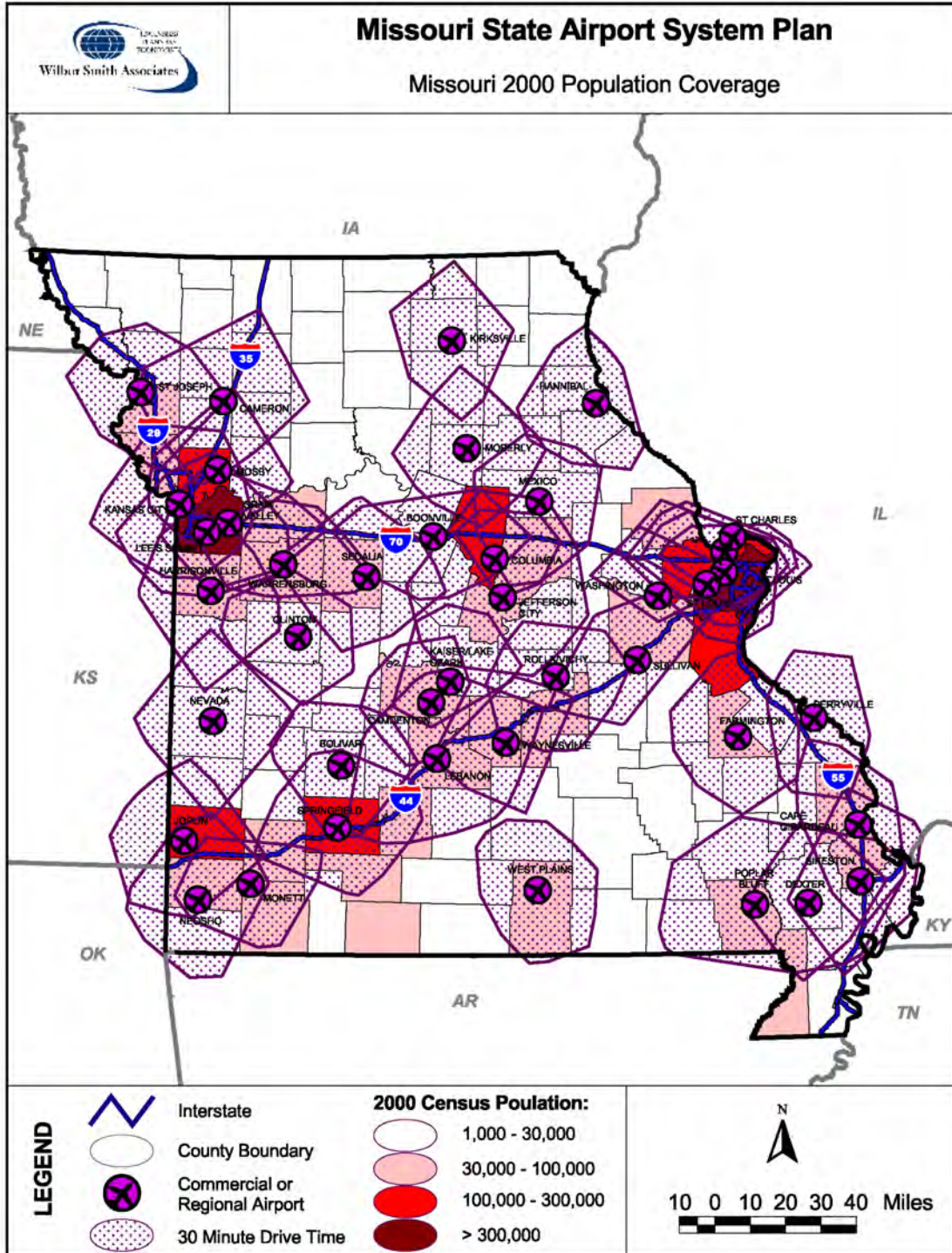
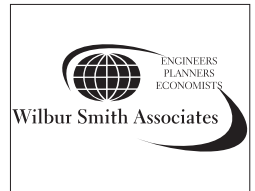
Current Performance

Performance Measure: Accessibility

Benchmark: Percent of Population Centers within a 30-Minute Drive Time of a Commercial or Regional Airport

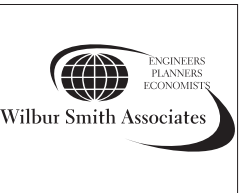


Chapter 5:
Current System
Performance





Chapter 5: Current System Performance



Benchmark: Percent of Missouri's population within 30 minutes of an airport with on-site weather reporting equipment

As previously mentioned, on-site weather reporting equipment at an airport can complement that facility's approach capabilities, as well as promote an increased safety margin during periods of inclement or changing weather. For this benchmark, those airports that currently have an operational automated surface observing system (ASOS), an automated weather observing system (AWOS), or air traffic control tower (ATCT) were identified. Using GIS analysis, it was determined that 87 percent of Missouri's population is within a 30-minute drive time of a system airport having on-site weather reporting equipment (see **Exhibit 5-4**).

Exhibit 5-4

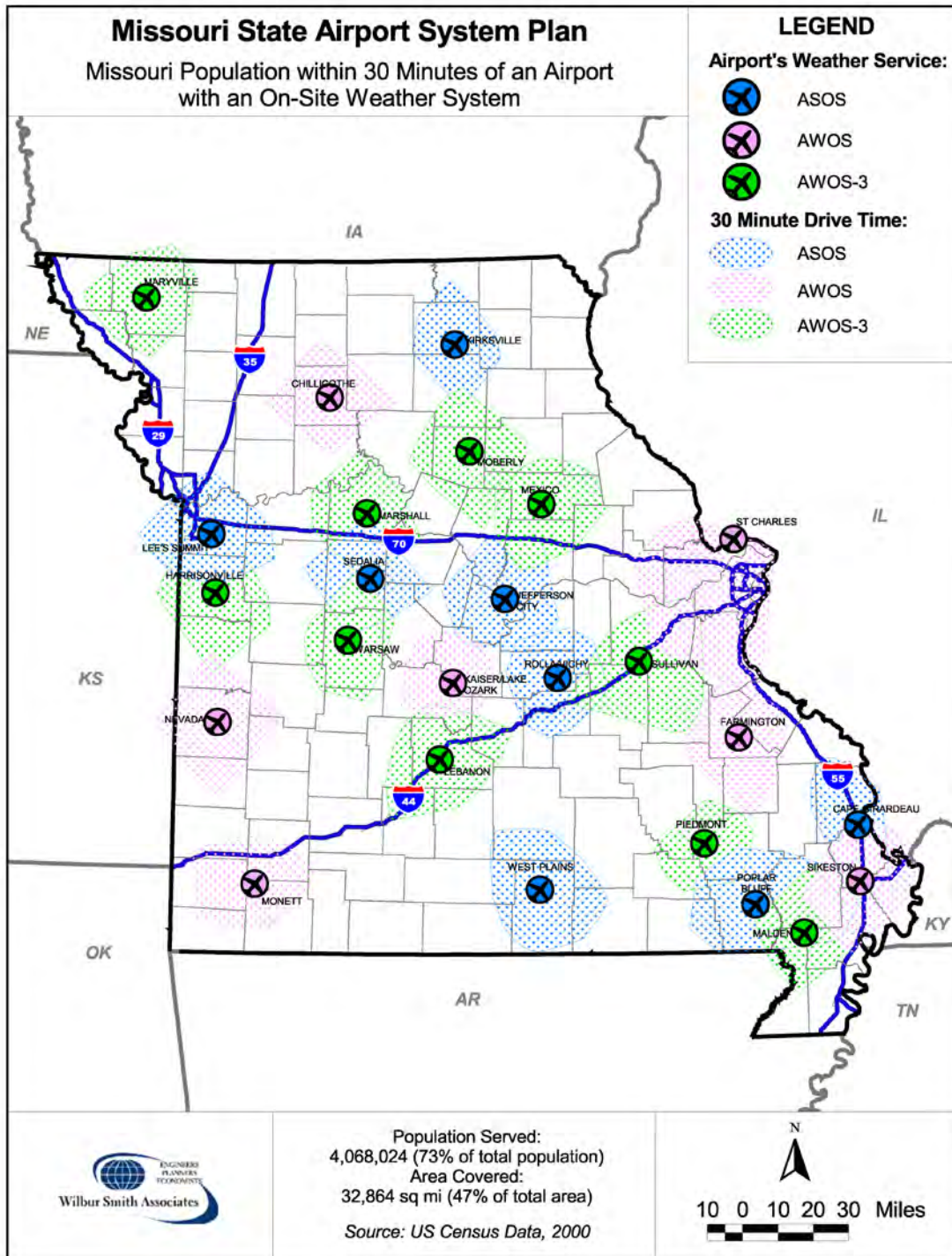
Current Performance

Performance Measure: Accessibility

Benchmark: Percent of Missouri's Population within 30-Minutes of an Airport with On-site Weather Reporting Equipment

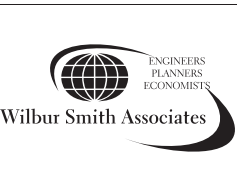


Chapter 5: Current System Performance





Chapter 5:
Current System
Performance

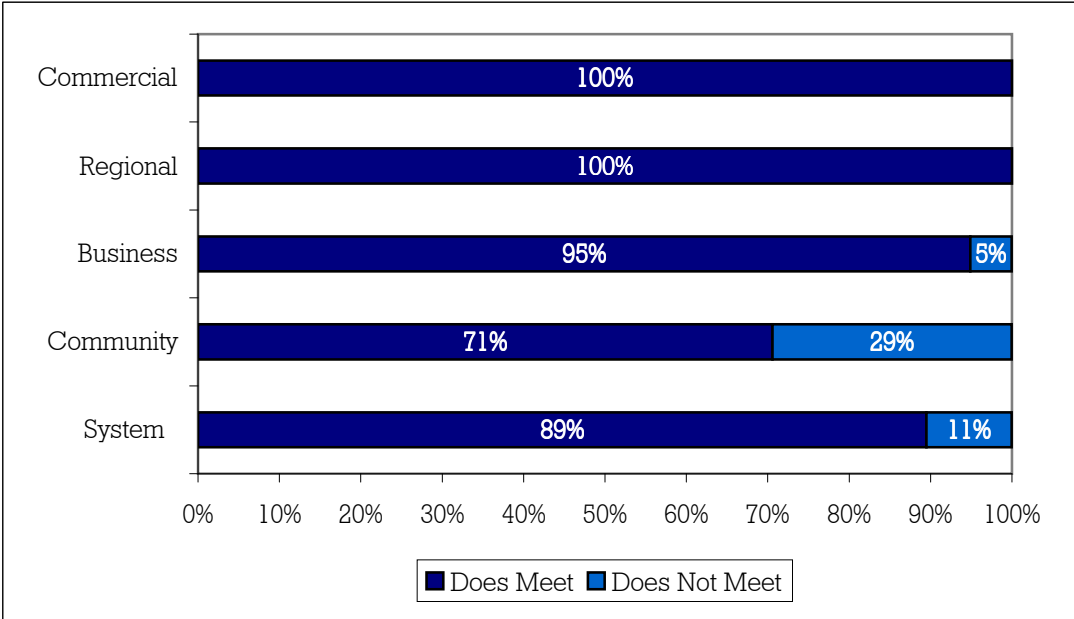


Benchmark: Percent of system airports with adequate surface access to airports

The type of surface access to an airport is an important factor to the ground accessibility of an airport. For example, airports within close proximity to a four-lane highway tend to have higher rates of utilization and also contribute to the State's multimodal accessibility. The minimum desired objective for this benchmark is for all airports to have direct access to a two-lane paved highway. **Table 5-24** indicates which airports meet this benchmark.

As shown in **Chart 5-24**, 100 percent of Commercial and Regional airports currently meet this objective, 95 percent of Business, and 71 percent of Community airports currently report having direct access to a two-lane paved highway.

Chart 5-24
Current Performance
Performance Measure: Accessibility
Benchmark: Percent of System Airports with Adequate Surface Access to Airports



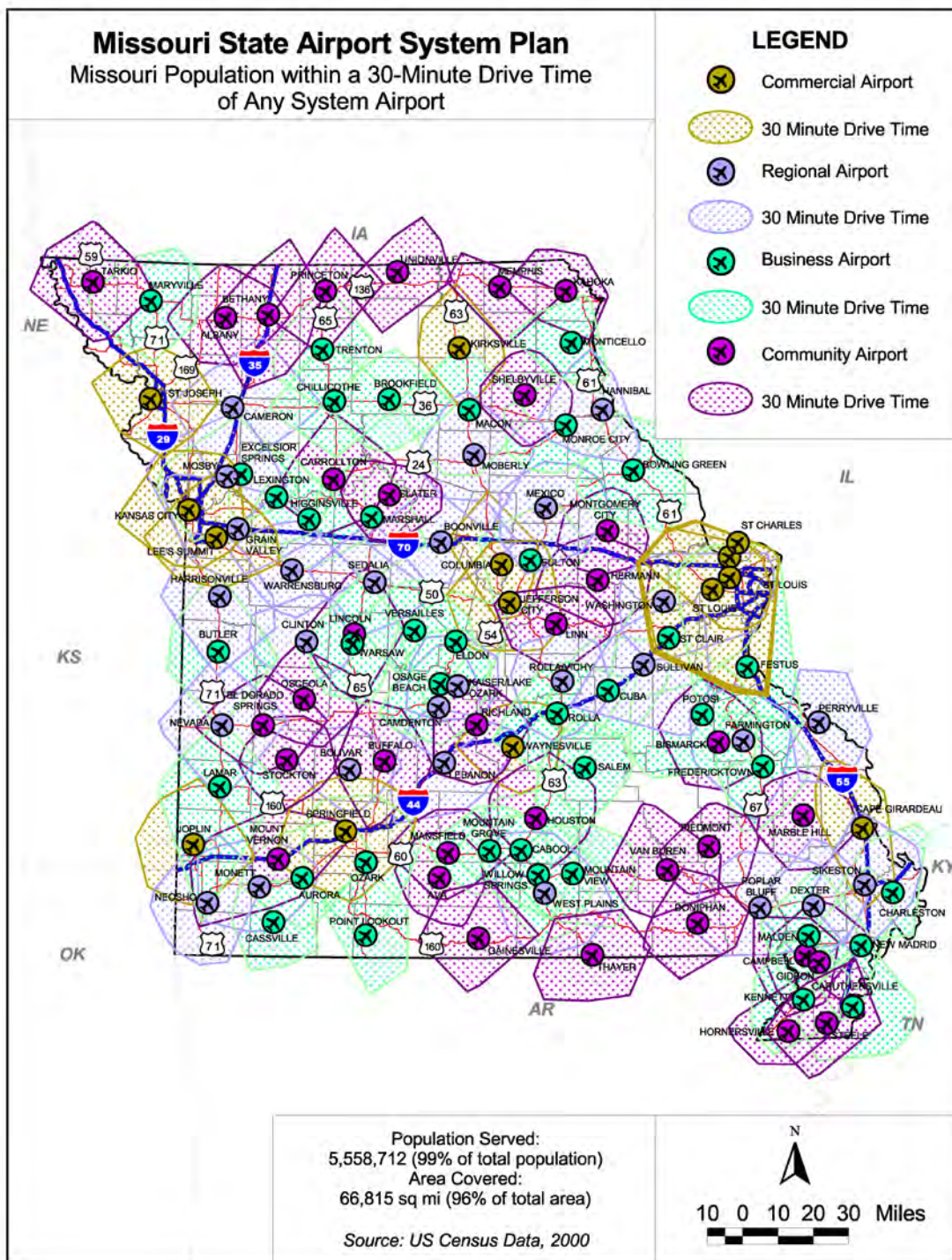
Benchmark: Percent of Missouri's population within 30 minutes of any system airport

The FAA generally recommends that system airports be within a 30-minute drive time of their intended users. GIS analysis shows that when all system airports are considered, 99 percent of Missouri's population is within a 30-minute drive time of one, or in some cases more system airports (see **Exhibit 5-5**).

Exhibit 5-5
 Current Performance
 Performance Measure: Accessibility
 Benchmark: Percent of Missouri's Population within 30-Minutes of Any System Airport



Chapter 5:
 Current System
 Performance





Chapter 5: Current System Performance



Benchmark: Percent of Missouri's population within 45 minutes of a Commercial or Regional airport

Within the Missouri Airport System, Commercial and Regional airports play a vital role in the State's economic and transportation systems. Using GIS analysis, 93 percent of the State's population is within a 45-minute drive time of either a Commercial or Regional airport (see **Exhibit 5-6**).

Exhibit 5-6

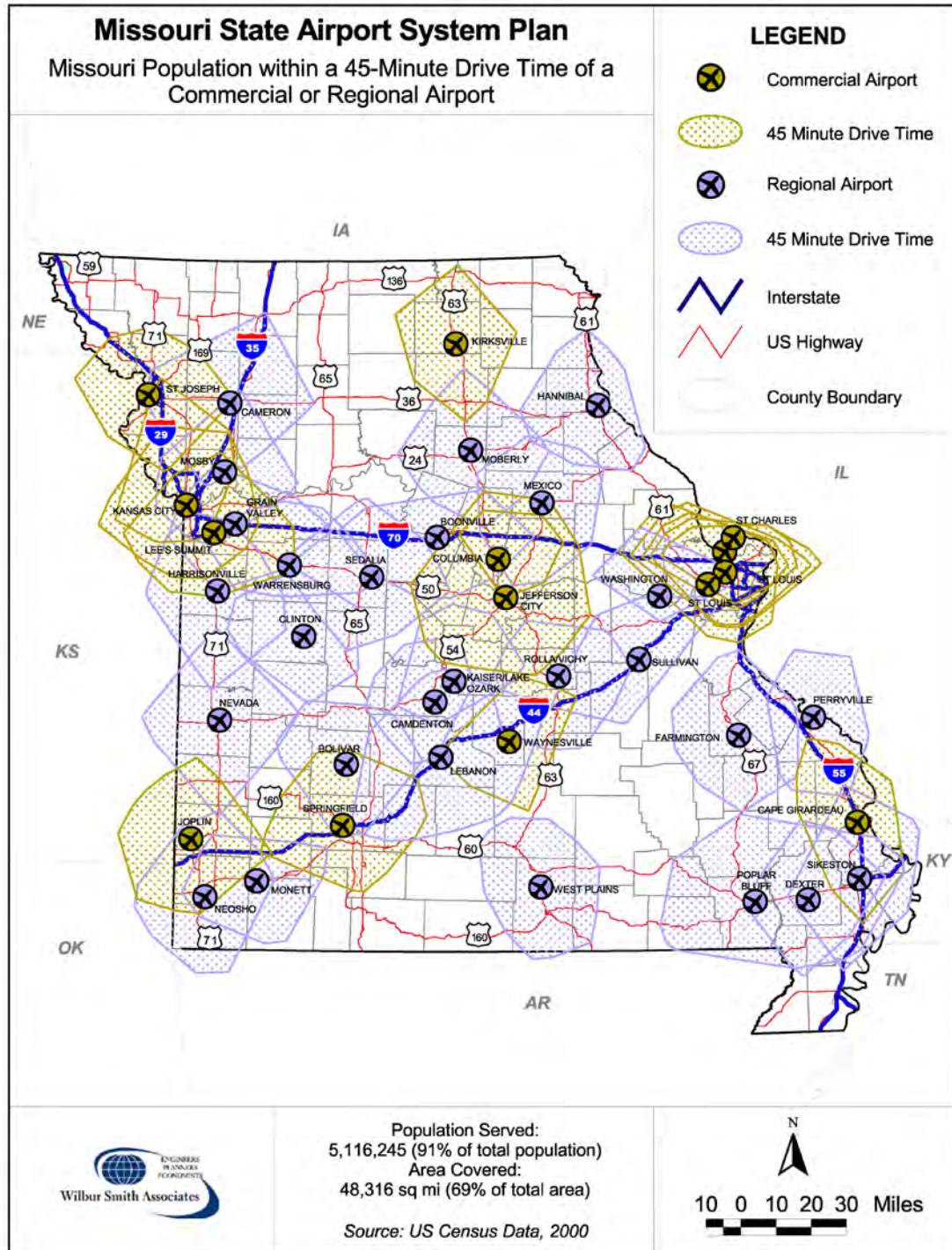
Current Performance

Performance Measure: Accessibility

Benchmark: Percent of Missouri's Population within 45-Minutes of a Commercial or Regional Airport



Chapter 5:
Current System
Performance





Chapter 5: Current System Performance



Benchmark: Percent of Missouri’s population within 30 minutes of a Business Airport

In addition to Commercial and Regional airports, Business Airports play an important role in the Missouri. GIS analysis shows that 98 percent of Missouri’s population is within a 30-minute drive time of at least a Business Airport (see **Exhibit 5-7**). It is important to note that Commercial and Regional airports are included with Business airports because by nature they meet the appropriate requirements.

Exhibit 5-7

Current Performance

Performance Measure: Accessibility

Benchmark: Percent of Missouri's Population within 30-Minutes of a Business Airport



Chapter 5: Current System Performance

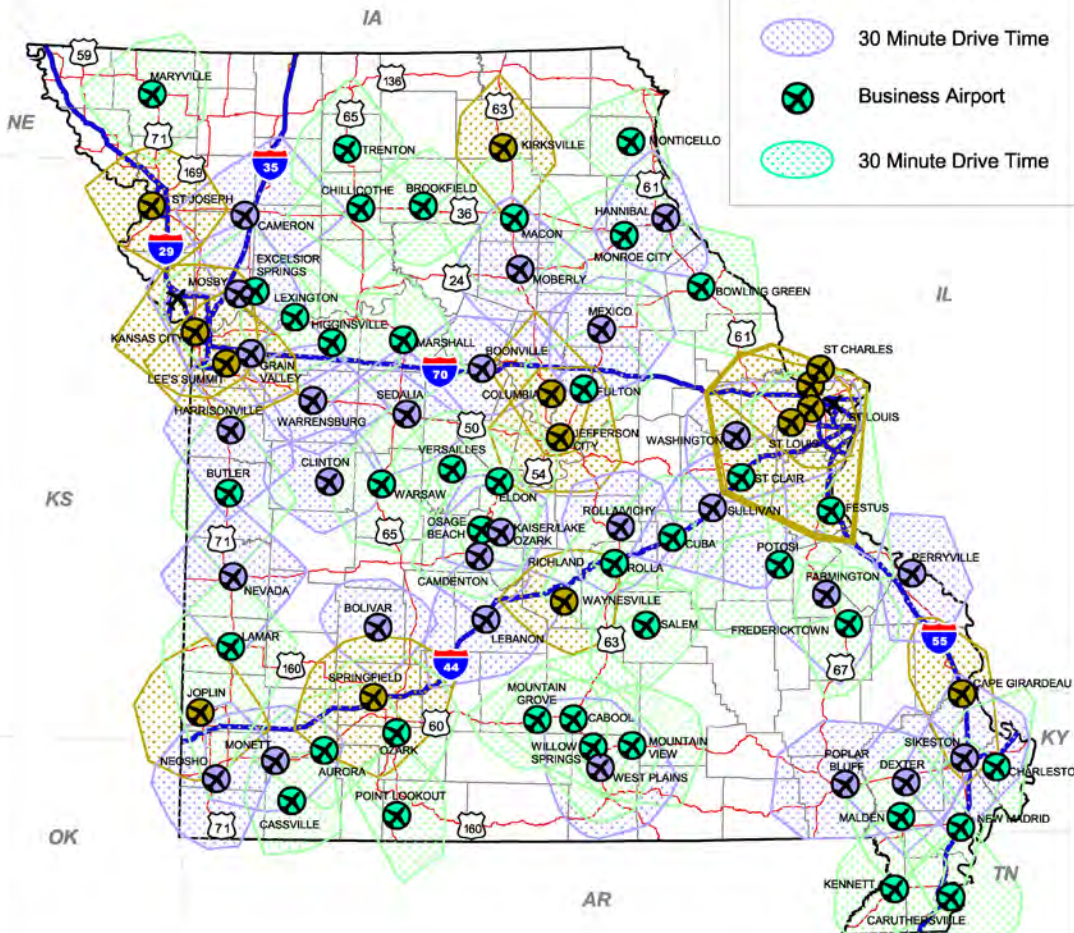


Missouri State Airport System Plan

Missouri Population within a 30-Minute Drive Time of a Commercial, Regional, or Business Airport

LEGEND

- Commercial Airport
- 30 Minute Drive Time
- Regional Airport
- 30 Minute Drive Time
- Business Airport
- 30 Minute Drive Time

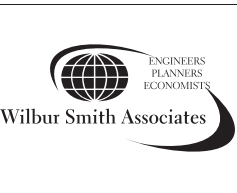


Population Served:
5,429,783 (97% of total population)
Area Covered:
59,783 sq mi (86% of total area)
Source: US Census Data, 2000





Chapter 5: Current System Performance



Benchmark: Percent of Missouri's population within 30 minutes of an airport with a non-precision approach

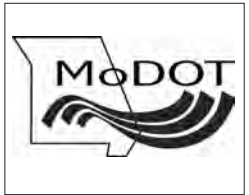
As previously mentioned, non-precision approaches support airport operations during periods of reduced visibility and inclement weather when visual approaches are not possible. When those airports having non-precision approaches as well as more sophisticated precision approaches are mapped using GIS analysis, it shows that nearly 95 percent of Missouri's population is within a 30-minute drive time of said airports (see **Exhibit 5-8**).

Exhibit 5-8

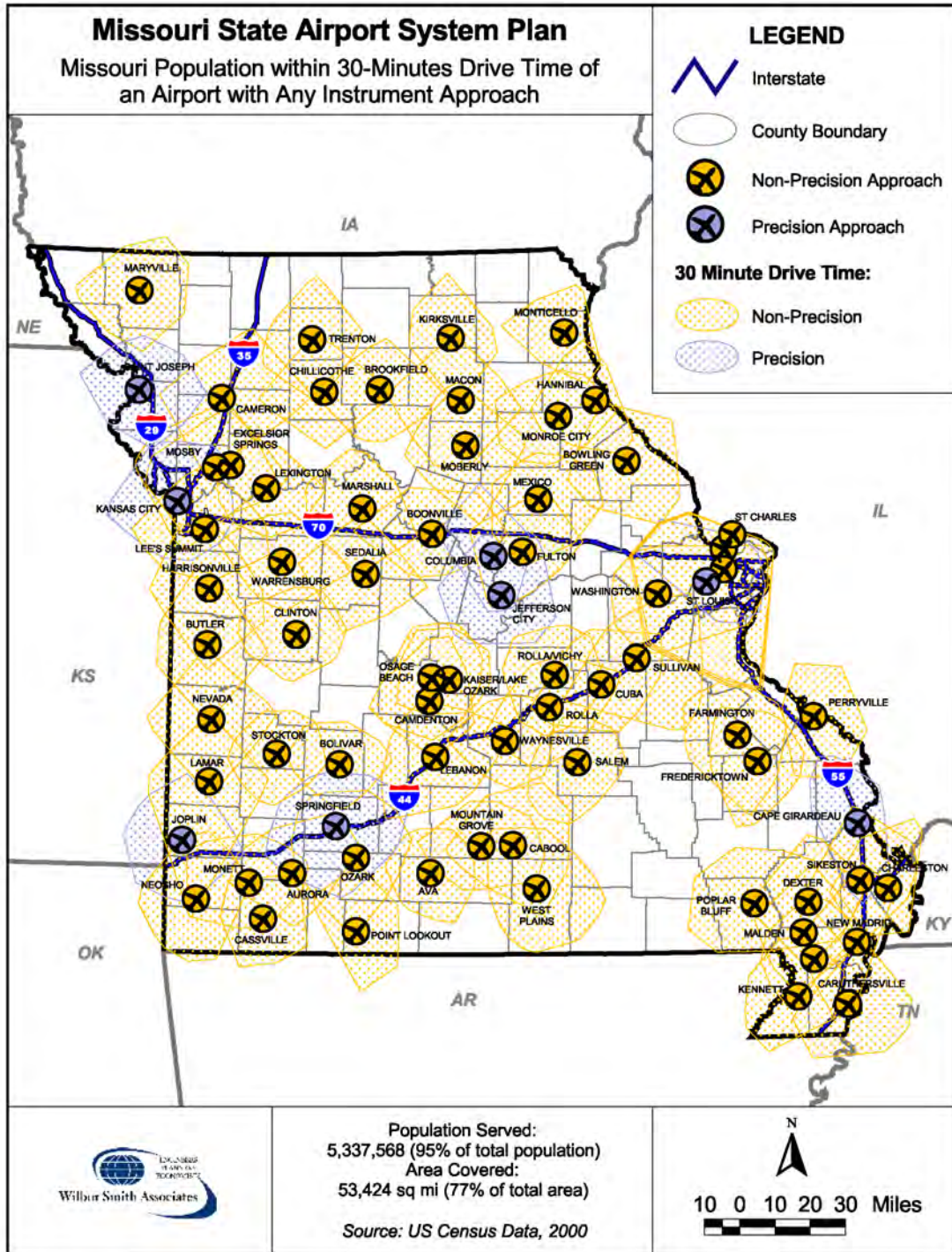
Current Performance

Performance Measure: Accessibility

Benchmark: Percent of Missouri's Population within 30-Minutes of an Airport with at Least a Non-Precision Approach

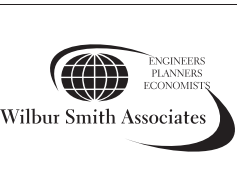


Chapter 5: Current System Performance





Chapter 5: Current System Performance



Benchmark: Percent of Missouri's population within 30 minutes of an airport with a precision approach

In previous sections, it has been noted that airports with precision approaches allow aircraft to locate their facility by providing both electronic horizontal and vertical information as the aircraft approach and land at the airport during reduced visibility and/or inclement weather. Using GIS analysis, over 63 percent of the State's population is within a 30-minute drive time of an airport with a precision approach (see **Exhibit 5-9**).

Exhibit 5-9

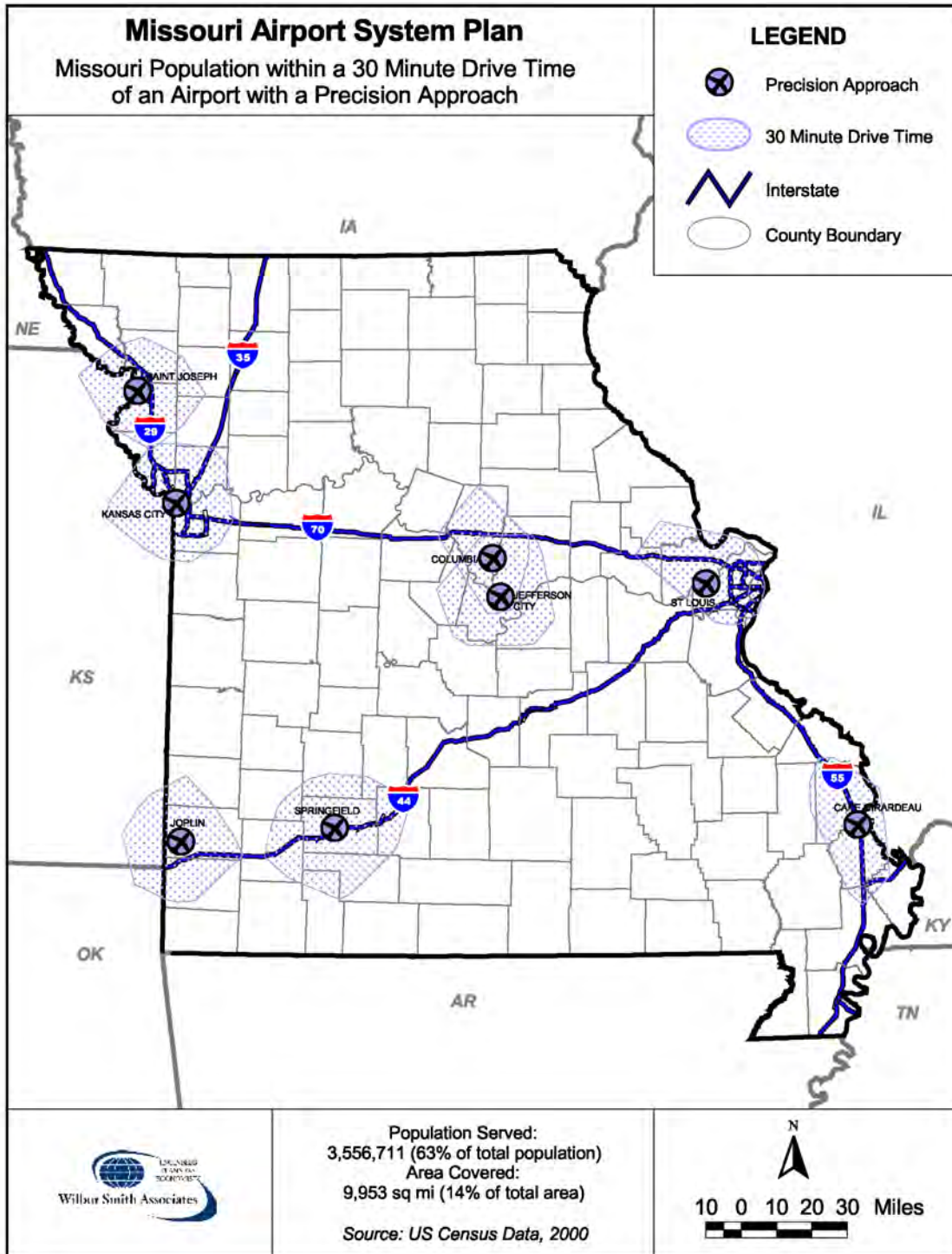
Current Performance

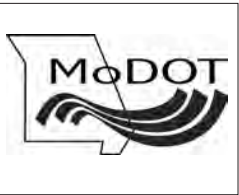
Performance Measure: Accessibility

Benchmark: Percent of Missouri's Population within 30-Minutes of an Airport with a Precision Approach

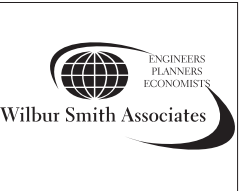


Chapter 5:
Current System
Performance





Chapter 5: Current System Performance



Summary

Using system performance measures and benchmarks established at the on-set of the Missouri State Airport System Plan, this chapter provides valuable insight in to how well Missouri's system of public airports is currently performing. The analysis completed in this chapter lays the ground work for establishing where the Missouri system is adequate or deficient. By reviewing and evaluating the system's current performance, this portion of the system plan also helps to reveal where overlaps in the system may be occurring. For Missouri to have an airport system to meet its future transportation and economic needs it should ideally have a system that serves both aviation demand and areas of the state that are expected to experience the greatest increases in population and employment. The next chapter of the system plan builds on the evaluation completed in this chapter and considers where changes in airport roles should be considered.

Table 5-1
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - ARC Objectives



Chapter 5:
Current System
Performance



Commercial				
SASP Code	Associated City	Airport	Does Meet	Does Not Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal		X
88	Saint Charles	Saint Charles		X
89	Saint Charles	Saint Charles County Smartt		X
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur		X
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	X	
Regional				
SASP Code	Associated City	Airport	Does Meet	Does Not Meet
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial	X	
22	Clinton	Clinton Memorial		X
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional		X
36	Grain Valley	East Kansas City		X
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial	X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X	
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial		X
113	West Plains	West Plains Municipal	X	



Chapter 5: Current System Performance

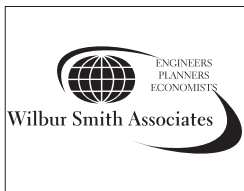


Table 5-1
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - ARC Objectives, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal		X
8	Bowling Green	Bowling Green Municipal		X
9	Brookfield/Marceline	North Central Missouri Regional	X	
11	Butler	Butler Memorial		X
12	Cabool	Cabool Memorial		X
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal		X
20	Charleston	Mississippi County		X
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal		X
28	Eldon	Eldon Model Airpark		X
29	Excelsior Springs	Excelsior Springs Memorial		X
31	Festus	Festus Memorial		X
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial		X
40	Higginsville	Higginsville Industrial Municipal		X
48	Kennett	Kennett Memorial		X
50	Lamar	Lamar Municipal		X
53	Lexington	Lexington Municipal		X
56	Macon	Macon-Fower Memorial		X
57	Malden	Malden Regional		X
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional		X
68	Monticello	Lewis County Regional		X
71	Mountain Grove	Mountain Grove Memorial		X
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial		X
76	Osage Beach	Grand Glaize		X
78	Ozark	Air Park South		X
81	Point Lookout	M Graham Clark		X
83	Potosi	Washington County		X
86	Rolla	Rolla Downtown		X
90	Saint Clair	Saint Clair Regional		X
94	Salem	Salem Memorial		X
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial		X
110	Warsaw	Warsaw Municipal		X
114	Willow Springs	Willow Springs Memorial		X

Table 5-1
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - ARC Objectives, Continued



Chapter 5:
Current System
Performance



Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial	X	
4	Bethany	Bethany Memorial	X	
5	Bismarck	Bismarck Memorial	X	
10	Buffalo	Buffalo Municipal	X	
15	Campbell	Campbell Municipal	X	
17	Carrollton	Carrollton Memorial	X	
26	Doniphan	Doniphan Municipal	X	
27	El Dorado Springs	El Dorado Springs Memorial	X	
34	Gainesville	Gainesville Memorial	X	
35	Gideon	Gideon Memorial	X	
39	Hermann	Hermann Municipal	X	
41	Hornersville	Hornersville Memorial	X	
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal	X	
54	Lincoln	Lincoln Municipal	X	
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal	X	
59	Marble Hill	Twin City Airpark	X	
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman	X	
70	Mount Vernon	Mount Vernon Municipal	X	
77	Osceola	Osceola Municipal	X	
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial	X	
85	Richland	Richland Municipal	X	
96	Shelbyville	Shelby County	X	
98	Slater	Slater Memorial	X	
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal	X	
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal	X	
107	Van Buren	Bollinger Crass Memorial	X	



Chapter 5: Current System Performance



Table 5-2
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Runway Length

Commercial SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirkville	Kirkville Regional	X		
52	Lee's Summit	Lee's Summit Municipal		X	
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt		X	
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis	X		
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X		
Regional SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
6	Bolivar	Bolivar Municipal		X	
7	Boonville	Jesse Viertel Memorial		X	
13	Camdenton	Camdenton Memorial		X	
14	Cameron	Cameron Memorial		X	
22	Clinton	Clinton Memorial		X	
25	Dexter	Dexter Municipal		X	
30	Farmington	Farmington Regional		X	
36	Grain Valley	East Kansas City		X	
37	Hannibal	Hannibal Municipal		X	
38	Harrisonville	Lawrence Smith Memorial		X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X		
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial	X		
64	Moberly	Omar N Bradley		X	
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial	X		
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		

Table 5-2

Current Performance

Performance Measure: Physical

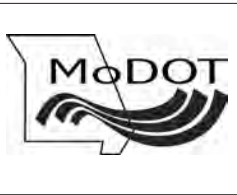
Benchmark: Airports Meeting Minimum Facility Standards - Runway Length, Continued

Regional SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
95	Sedalia	Sedalia Memorial	X		
97	Sikeston	Sikeston Memorial Municipal	X		
102	Sullivan	Sullivan Regional		X	
109	Warrensburg	CMSU Max B Swisher Skyhaven		X	
111	Washington	Washington Memorial		X	
113	West Plains	West Plains Municipal	X		
Business SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
2	Aurora	Jerry Sumners Sr. Aurora Municipal		X	
8	Bowling Green	Bowling Green Municipal		X	
9	Brookfield/Marceline	North Central Missouri Regional	X		
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial	X		
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal		X	
20	Charleston	Mississippi County		X	
21	Chillicothe	Chillicothe Municipal		X	
24	Cuba	Cuba Municipal		X	
28	Eldon	Eldon Model Airpark		X	
29	Excelsior Springs	Excelsior Springs Memorial		X	
31	Festus	Festus Memorial		X	
32	Fredericktown	Fredericktown Regional	X		
33	Fulton	Elton Hensley Memorial		X	
40	Higginsville	Higginsville Industrial Municipal		X	
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal		X	
53	Lexington	Lexington Municipal		X	
56	Macon	Macon-Fower Memorial		X	
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional		X	
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View	X		
75	New Madrid	County Memorial		X	
76	Osage Beach	Grand Glaize		X	
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark		X	
83	Potosi	Washington County	X		
86	Rolla	Rolla Downtown		X	
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal	X	X	



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-2
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Runway Length, Continued

Business SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
108	Versailles	Roy Otten Memorial		X	
110	Warsaw	Warsaw Municipal		X	
114	Willow Springs	Willow Springs Memorial		X	
Community SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: The benchmark for Community airports is to maintain their existing runway length.

Table 5-3
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Runway Width



Chapter 5:
Current System
Performance



Commercial SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirksville	Kirksville Regional	X		
52	Lee's Summit	Lee's Summit Municipal		X	
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt		X	
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis	X		
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	X		
Regional SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial	X		
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial	X		
22	Clinton	Clinton Memorial		X	
25	Dexter	Dexter Municipal	X		
30	Farmington	Farmington Regional	X		
36	Grain Valley	East Kansas City		X	
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial	X		
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X		
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial	X		
64	Moberly	Omar N Bradley	X		
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial	X		
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		



Chapter 5: Current System Performance

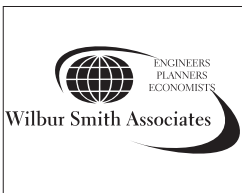


Table 5-3
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Runway Width, Continued

Regional SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
95	Sedalia	Sedalia Memorial	X		
97	Sikeston	Sikeston Memorial Municipal	X		
102	Sullivan	Sullivan Regional	X		
109	Warrensburg	CMSU Max B Swisher Skyhaven	X		
111	Washington	Washington Memorial		X	
113	West Plains	West Plains Municipal	X		
Business SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
2	Aurora	Jerry Sumners Sr. Aurora Municipal		X	
8	Bowling Green	Bowling Green Municipal		X	
9	Brookfield/Marceline	North Central Missouri Regional	X		
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial		X	
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal		X	
20	Charleston	Mississippi County		X	
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal		X	
28	Eldon	Eldon Model Airpark	X		
29	Excelsior Springs	Excelsior Springs Memorial		X	
31	Festus	Festus Memorial		X	
32	Fredericktown	Fredericktown Regional	X		
33	Fulton	Elton Hensley Memorial		X	
40	Higginsville	Higginsville Industrial Municipal		X	
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal		X	
53	Lexington	Lexington Municipal		X	
56	Macon	Macon-Fower Memorial		X	
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional		X	
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View	X		
75	New Madrid	County Memorial		X	
76	Osage Beach	Grand Glaize		X	
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark	X		
83	Potosi	Washington County		X	
86	Rolla	Rolla Downtown		X	
90	Saint Clair	Saint Clair Regional		X	

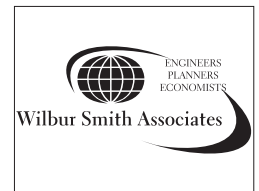
Table 5-3
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Runway Width, Continued

Business SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal	X		
110	Warsaw	Warsaw Municipal		X	
114	Willow Springs	Willow Springs Memorial		X	
108	Versailles	Roy Otten Memorial		X	
Community SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: The benchmark for Community airports is to maintain their existing runway width.



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-4
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Taxiway Width

Commercial			Does Meet	Does Not Meet	N/A*
SASP Code	Associated City	Airport			
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirksville	Kirksville Regional	X		
52	Lee's Summit	Lee's Summit Municipal	X		
88	Saint Charles	Saint Charles	X		
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur	X		
93	Saint Louis	Spirit Of Saint Louis	X		
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)		X	
Regional			Does Meet	Does Not Meet	N/A*
SASP Code	Associated City	Airport			
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial		X	
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial	X		
22	Clinton	Clinton Memorial	X		
25	Dexter	Dexter Municipal	X		
30	Farmington	Farmington Regional		X	
36	Grain Valley	East Kansas City		X	
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial		X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X		
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial		X	
64	Moberly	Omar N Bradley		X	
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial	X		
74	Nevada	Nevada Municipal		X	
79	Perryville	Perryville Municipal		X	
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		
95	Sedalia	Sedalia Memorial	X		
97	Sikeston	Sikeston Memorial Municipal	X		
102	Sullivan	Sullivan Regional	X		
109	Warrensburg	CMSU Max B Swisher Skyhaven	X		

Table 5-4
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Taxiway Width, Continued

Regional			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
111	Washington	Washington Memorial		X	
113	West Plains	West Plains Municipal	X		
Business			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal		X	
8	Bowling Green	Bowling Green Municipal		X	
9	Brookfield/Marceline	North Central Missouri Regional	X		
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial		X	
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal		X	
20	Charleston	Mississippi County		X	
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal		X	
28	Eldon	Eldon Model Airpark	X		
29	Excelsior Springs	Excelsior Springs Memorial		X	
31	Festus	Festus Memorial	X		
32	Fredericktown	Fredericktown Regional	X		
33	Fulton	Elton Hensley Memorial		X	
40	Higginsville	Higginsville Industrial Municipal		X	
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal		X	
53	Lexington	Lexington Municipal		X	
56	Macon	Macon-Fower Memorial		X	
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional		X	
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View		X	
75	New Madrid	County Memorial		X	
76	Osage Beach	Grand Claize	X		
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark	X		
83	Potosi	Washington County		X	
86	Rolla	Rolla Downtown		X	
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal	X		
108	Versailles	Roy Otten Memorial		X	
110	Warsaw	Warsaw Municipal		X	
114	Willow Springs	Willow Springs Memorial		X	



Chapter 5: Current System Performance





Chapter 5: Current System Performance

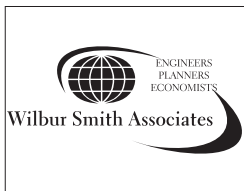


Table 5-4
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Taxiway Width, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial	X		
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport	X		
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial	X		
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal	X		
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal	X		
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Table 5-5
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - NAVAIDS

Commercial			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles		X
89	Saint Charles	Saint Charles County Smartt		X
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)		X
Regional			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
6	Bolivar	Bolivar Municipal		X
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial		X
14	Cameron	Cameron Memorial	X	
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal		X
30	Farmington	Farmington Regional		X
36	Grain Valley	East Kansas City		X
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial		X
46	Kaiser/Lake Ozark	Lee C Fine Memorial		X
51	Lebanon	Floyd W Jones		X
63	Mexico	Mexico Memorial		X
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal		X
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal		X
79	Perryville	Perryville Municipal		X
82	Poplar Bluff	Poplar Bluff Municipal		X
87	Rolla/Vichy	Rolla National		X
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal		X
102	Sullivan	Sullivan Regional		X
109	Warrensburg	CMSU Max B Swisher Skyhaven		X
111	Washington	Washington Memorial		X
113	West Plains	West Plains Municipal	X	



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-5
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - NAVAIDS, Continued

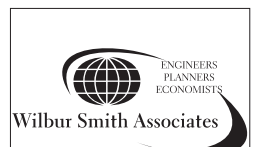
Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional		X
11	Butler	Butler Memorial		X
12	Cabool	Cabool Memorial		X
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County	X	
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark	X	
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial		X
32	Fredericktown	Fredericktown Regional		X
33	Fulton	Elton Hensley Memorial		X
40	Higginsville	Higginsville Industrial Municipal		X
48	Kennett	Kennett Memorial		X
50	Lamar	Lamar Municipal	X	
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Fower Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional	X	
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View		X
75	New Madrid	County Memorial		X
76	Osage Beach	Grand Glaize		X
78	Ozark	Air Park South		X
81	Point Lookout	M Graham Clark		X
83	Potosi	Washington County	X	
86	Rolla	Rolla Downtown		X
90	Saint Clair	Saint Clair Regional		X
94	Salem	Salem Memorial		X
105	Trenton	Trenton Municipal		X
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal	X	
114	Willow Springs	Willow Springs Memorial		X

Table 5-5
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - NAVAIDS, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial		X
4	Bethany	Bethany Memorial	X	
5	Bismarck	Bismarck Memorial	X	
10	Buffalo	Buffalo Municipal		X
15	Campbell	Campbell Municipal		X
17	Carrollton	Carrollton Memorial		X
26	Doniphan	Doniphan Municipal	X	
27	El Dorado Springs	El Dorado Springs Memorial		X
34	Gainesville	Gainesville Memorial	X	
35	Gideon	Gideon Memorial	X	
39	Hermann	Hermann Municipal		X
41	Hornersville	Hornersville Memorial		X
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal		X
54	Lincoln	Lincoln Municipal		X
55	Linn	Linn State Technical College Airport		X
58	Mansfield	Mansfield Municipal	X	
59	Marble Hill	Twin City Airpark		X
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman		X
70	Mount Vernon	Mount Vernon Municipal		X
77	Osceola	Osceola Municipal	X	
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial	X	
85	Richland	Richland Municipal	X	
96	Shelbyville	Shelby County		X
98	Slater	Slater Memorial		X
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal		X
103	Tarkio	Gould Peterson Municipal		X
104	Thayer	Thayer Memorial		X
106	Unionville	Unionville Municipal	X	
107	Van Buren	Bollinger Crass Memorial	X	



Chapter 5:
Current System
Performance





Chapter 5: Current System Performance

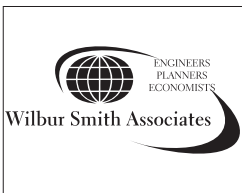
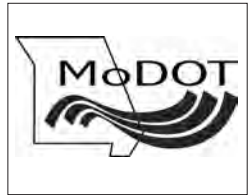


Table 5-6
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Approach

Commercial			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles	X	
89	Saint Charles	Saint Charles County Smartt	X	
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X	
Regional			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial	X	
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional	X	
36	Grain Valley	East Kansas City		X
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial	X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X	
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial	X	
113	West Plains	West Plains Municipal	X	

Table 5-6
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Approach, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional	X	
11	Butler	Butler Memorial	X	
12	Cabool	Cabool Memorial	X	
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County	X	
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark		X
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial		X
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal		X
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal	X	
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Fower Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional	X	
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View		X
75	New Madrid	County Memorial	X	
76	Osage Beach	Grand Glaize	X	
78	Ozark	Air Park South	X	
81	Point Lookout	M Graham Clark	X	
83	Potosi	Washington County		X
86	Rolla	Rolla Downtown	X	
90	Saint Clair	Saint Clair Regional		X
94	Salem	Salem Memorial	X	
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial		X
110	Warsaw	Warsaw Municipal		X
114	Willow Springs	Willow Springs Memorial		X



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-6
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Approach, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial	X	
4	Bethany	Bethany Memorial	X	
5	Bismarck	Bismarck Memorial	X	
10	Buffalo	Buffalo Municipal	X	
15	Campbell	Campbell Municipal	X	
17	Carrollton	Carrollton Memorial	X	
26	Doniphan	Doniphan Municipal	X	
27	El Dorado Springs	El Dorado Springs Memorial	X	
34	Gainesville	Gainesville Memorial	X	
35	Gideon	Gideon Memorial	X	
39	Hermann	Hermann Municipal	X	
41	Homersville	Homersville Memorial	X	
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal	X	
54	Lincoln	Lincoln Municipal	X	
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal	X	
59	Marble Hill	Twin City Airpark	X	
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman	X	
70	Mount Vernon	Mount Vernon Municipal	X	
77	Osceola	Osceola Municipal	X	
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial	X	
85	Richland	Richland Municipal	X	
96	Shelbyville	Shelby County	X	
98	Slater	Slater Memorial	X	
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal	X	
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal	X	
107	Van Buren	Bollinger Crass Memorial	X	

Table 5-7
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Lighting



Chapter 5:
Current System
Performance



Commercial SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirkville	Kirkville Regional	X		
52	Lee's Summit	Lee's Summit Municipal	X		
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis	X		
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X		
Regional SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial	X		
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial	X		
22	Clinton	Clinton Memorial	X		
25	Dexter	Dexter Municipal	X		
30	Farmington	Farmington Regional	X		
36	Grain Valley	East Kansas City	X		
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial	X		
46	Kaiser/Lake Ozark	Lee C Fine Memorial	x		
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial	X		
64	Moberly	Omar N Bradley	X		
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial	X		
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		
95	Sedalia	Sedalia Memorial	X		
97	Sikeston	Sikeston Memorial Municipal	X		
102	Sullivan	Sullivan Regional	X		
109	Warrensburg	CMSU Max B Swisher Skyhaven	X		
111	Washington	Washington Memorial	X		
113	West Plains	West Plains Municipal	X		



Chapter 5: Current System Performance

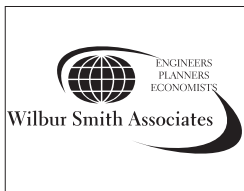


Table 5-7
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Lighting, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X		
8	Bowling Green	Bowling Green Municipal		X	
9	Brookfield/Marceli	North Central Missouri Regional	X		
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial	X		
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal	X		
20	Charleston	Mississippi County	X		
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal	X		
28	Eldon	Eldon Model Airpark	X		
29	Excelsior Springs	Excelsior Springs Memorial	X		
31	Festus	Festus Memorial	X		
32	Fredericktown	Fredericktown Regional	X		
33	Fulton	Elton Hensley Memorial	X		
40	Higginsville	Higginsville Industrial Municipal	X		
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal	X		
53	Lexington	Lexington Municipal		X	
56	Macon	Macon-Power Memorial	X		
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional	X		
68	Monticello	Lewis County Regional	X		
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View	X		
75	New Madrid	County Memorial	X		
76	Osage Beach	Grand Glaize	X		
78	Ozark	Air Park South	X		
81	Point Lookout	M Graham Clark	X		
83	Potosi	Washington County	X		
86	Rolla	Rolla Downtown	X		
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial	X		
105	Trenton	Trenton Municipal	X		
108	Versailles	Roy Otten Memorial		X	
110	Warsaw	Warsaw Municipal	X		
114	Willow Springs	Willow Springs Memorial		X	

Table 5-7
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Lighting, Continued

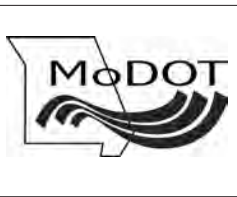
Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal	X		
3	Ava	Ava Bill Martin Memorial	X		
4	Bethany	Bethany Memorial	X		
5	Bismarck	Bismarck Memorial	X		
10	Buffalo	Buffalo Municipal	X		
15	Campbell	Campbell Municipal	X		
17	Carrollton	Carrollton Memorial	X		
26	Doniphan	Doniphan Municipal	X		
27	El Dorado Springs	El Dorado Springs Memorial	X		
34	Gainesville	Gainesville Memorial	X		
35	Gideon	Gideon Memorial	X		
39	Hermann	Hermann Municipal	X		
41	Hornersville	Hornersville Memorial	X		
42	Houston	Houston Memorial	X		
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport	X		
58	Mansfield	Mansfield Municipal	X		
59	Marble Hill	Twin City Airpark	X		
62	Memphis	Memphis Memorial	X		
67	Montgomery City	Montgomery-Wehrman	X		
70	Mount Vernon	Mount Vernon Municipal	X		
77	Osceola	Osceola Municipal	X		
80	Piedmont	Piedmont Municipal	X		
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal	X		
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal	X		
101	Stockton	Stockton Municipal	X		
103	Tarkio	Gould Peterson Municipal	X		
104	Thayer	Thayer Memorial	X		
106	Unionville	Unionville Municipal	X		
107	Van Buren	Bollinger Crass Memorial	X		

Note: The benchmark for Community airports are not required to provide runway lighting, although LIRL are desired.



Chapter 5: Current System Performance





Chapter 5: Current System Performance

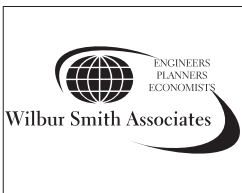


Table 5-8
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Weather

Commercial					
SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirksville	Kirksville Regional	X		
52	Lee's Summit	Lee's Summit Municipal	X		
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis	X		
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X		
Regional					
SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
6	Bolivar	Bolivar Municipal		X	
7	Boonville	Jesse Viertel Memorial		X	
13	Camdenton	Camdenton Memorial		X	
14	Cameron	Cameron Memorial		X	
22	Clinton	Clinton Memorial		X	
25	Dexter	Dexter Municipal		X	
30	Farmington	Farmington Regional	X		
36	Grain Valley	East Kansas City		X	
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial	X		
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X		
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial	X		
64	Moberly	Omar N Bradley	X		
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional		X	
73	Neosho	Hugh Robinson Memorial		X	
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal		X	
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		
95	Sedalia	Sedalia Memorial	X		
97	Sikeston	Sikeston Memorial Municipal	X		
102	Sullivan	Sullivan Regional	X		
109	Warrensburg	CMSU Max B Swisher Skyhaven		X	
111	Washington	Washington Memorial		X	
113	West Plains	West Plains Municipal	X		

Table 5-8
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Weather, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal			X
8	Bowling Green	Bowling Green Municipal			X
9	Brookfield/Marceline	North Central Missouri Regional			X
11	Butler	Butler Memorial			X
12	Cabool	Cabool Memorial			X
18	Caruthersville	Caruthersville Memorial			X
19	Cassville	Cassville Municipal			X
20	Charleston	Mississippi County			X
21	Chillicothe	Chillicothe Municipal			X
24	Cuba	Cuba Municipal			X
28	Eldon	Eldon Model Airpark			X
29	Excelsior Springs	Excelsior Springs Memorial			X
31	Festus	Festus Memorial			X
32	Fredericktown	Fredericktown Regional			X
33	Fulton	Elton Hensley Memorial			X
40	Higginsville	Higginsville Industrial Municipal			X
48	Kennett	Kennett Memorial			X
50	Lamar	Lamar Municipal			X
53	Lexington	Lexington Municipal			X
56	Macon	Macon-Power Memorial			X
57	Malden	Malden Regional			X
60	Marshall	Marshall Memorial Municipal			X
61	Maryville	Northwest Missouri Regional			X
66	Monroe City	Monroe City Regional			X
68	Monticello	Lewis County Regional			X
71	Mountain Grove	Mountain Grove Memorial			X
72	Mountain View	Mountain View			X
75	New Madrid	County Memorial			X
76	Osage Beach	Grand Glaize			X
78	Ozark	Air Park South			X
81	Point Lookout	M Graham Clark			X
83	Potosi	Washington County			X
86	Rolla	Rolla Downtown			X
90	Saint Clair	Saint Clair Regional			X
94	Salem	Salem Memorial			X
105	Trenton	Trenton Municipal			X
108	Versailles	Roy Otten Memorial			X
110	Warsaw	Warsaw Municipal			X
114	Willow Springs	Willow Springs Memorial			X



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-8
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Weather, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: Business and Community airports are not required to provide weather reporting systems for

Table 5-9
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Hangar Storage



Chapter 5:
Current System
Performance



Commercial SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown		X	
49	Kirkville	Kirkville Regional	X		
52	Lee's Summit	Lee's Summit Municipal	X		
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis		X	
99	Springfield	Springfield-Branson Regional		X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X		
Regional SASP			Does Meet	Does Not Meet	N/A*
Code	Associated City	Airport			
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial	X		
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial	X		
22	Clinton	Clinton Memorial	X		
25	Dexter	Dexter Municipal	X		
30	Farmington	Farmington Regional	X		
36	Grain Valley	East Kansas City	X		
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial	X		
46	Kaiser/Lake Ozark	Lee C Fine Memorial		X	
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial	X		
64	Moberly	Omar N Bradley	X		
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial	X		
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		
95	Sedalia	Sedalia Memorial		X	
97	Sikeston	Sikeston Memorial Municipal	X		
102	Sullivan	Sullivan Regional	X		



Chapter 5: Current System Performance



Table 5-9
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Hangar Storage, Continued

Regional			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
109	Warrensburg	CMSU Max B Swisher Skyhaven		X	
111	Washington	Washington Memorial	X		
113	West Plains	West Plains Municipal	X		
Business			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X		
8	Bowling Green	Bowling Green Municipal	X		
9	Brookfield/Marceline	North Central Missouri Regional	X		
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial	X		
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal	X		
20	Charleston	Mississippi County	X		
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal	X		
28	Eldon	Eldon Model Airpark	X		
29	Excelsior Springs	Excelsior Springs Memorial	X		
31	Festus	Festus Memorial	X		
32	Fredericktown	Fredericktown Regional	X		
33	Fulton	Elton Hensley Memorial	X		
40	Higginsville	Higginsville Industrial Municipal		X	
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal	X		
53	Lexington	Lexington Municipal	X		
56	Macon	Macon-Power Memorial	X		
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional	X		
71	Mountain Grove	Mountain Grove Memorial	X		
72	Mountain View	Mountain View	X		
75	New Madrid	County Memorial	X		
76	Osage Beach	Grand Glaize	X		
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark	X		
83	Potosi	Washington County	X		
86	Rolla	Rolla Downtown	X		
90	Saint Clair	Saint Clair Regional	X		
94	Salem	Salem Memorial	X		
105	Trenton	Trenton Municipal	X		
108	Versailles	Roy Otten Memorial	X		
110	Warsaw	Warsaw Municipal	X		
114	Willow Springs	Willow Springs Memorial	X		

Table 5-9
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Hangar Storage, Continued



Chapter 5:
Current System
Performance



Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: For this benchmark, Community airports are only recommended to maintain their existing facilities.



Chapter 5: Current System Performance

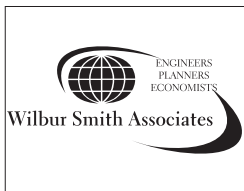


Table 5-10
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Aircraft Parking

Commercial			Does	Does	
SASP			Meet	Not	N/A*
Code	Associated City	Airport	Meet	Meet	N/A*
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional		X	
47	Kansas City	Charles B. Wheeler Downtown		X	
49	Kirksville	Kirksville Regional		X	
52	Lee's Summit	Lee's Summit Municipal		X	
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis		X	
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	X		
Regional			Does	Does	
SASP			Meet	Not	N/A*
Code	Associated City	Airport	Meet	Meet	N/A*
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial	X		
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial		X	
22	Clinton	Clinton Memorial		X	
25	Dexter	Dexter Municipal	X		
30	Farmington	Farmington Regional		X	
36	Grain Valley	East Kansas City		X	
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial	X		
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X		
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial	X		
64	Moberly	Omar N Bradley	X		
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial	X		
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National		X	
95	Sedalia	Sedalia Memorial	X		
97	Sikeston	Sikeston Memorial Municipal		X	
102	Sullivan	Sullivan Regional		X	

Table 5-10
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Aircraft Parking, Continued



Chapter 5:
Current System
Performance



Regional			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
109	Warrensburg	CMSU Max B Swisher Skyhaven	X		
111	Washington	Washington Memorial	X		
113	West Plains	West Plains Municipal		X	
Business			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal		X	
8	Bowling Green	Bowling Green Municipal	X		
9	Brookfield/ Marceline	North Central Missouri Regional	X		
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial		X	
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal	X		
20	Charleston	Mississippi County	X		
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal	X		
28	Eldon	Eldon Model Airpark		X	
29	Excelsior Springs	Excelsior Springs Memorial		X	
31	Festus	Festus Memorial		X	
32	Fredericktown	Fredericktown Regional		X	
33	Fulton	Elton Hensley Memorial		X	
40	Higginsville	Higginsville Industrial Municipal		X	
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal		X	
53	Lexington	Lexington Municipal	X		
56	Macon	Macon-Fower Memorial		X	
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional	X		
71	Mountain Grove	Mountain Grove Memorial	X		
72	Mountain View	Mountain View		X	
75	New Madrid	County Memorial		X	
76	Osage Beach	Grand Glaize	X		
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark	X		
83	Potosi	Washington County	X		
86	Rolla	Rolla Downtown		X	
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal		X	
108	Versailles	Roy Otten Memorial		X	
110	Warsaw	Warsaw Municipal	X		
114	Willow Springs	Willow Springs Memorial		X	



Chapter 5: Current System Performance

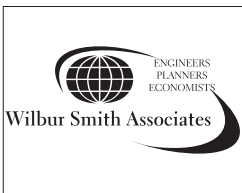


Table 5-10
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Aircraft Parking, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: For this benchmark, Community airports are only recommended to maintain their existing facilities.

Table 5-11
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Auto Parking



Chapter 5:
Current System
Performance



Commercial			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
16	Cape Girardeau	Cape Girardeau Regional		X	
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirkville	Kirkville Regional		X	
52	Lee's Summit	Lee's Summit Municipal		X	
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt		X	
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis		X	
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X		
Regional			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
6	Bolivar	Bolivar Municipal		X	
7	Boonville	Jesse Viertel Memorial		X	
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial		X	
22	Clinton	Clinton Memorial		X	
25	Dexter	Dexter Municipal		X	
30	Farmington	Farmington Regional		X	
36	Grain Valley	East Kansas City		X	
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial		X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X		
51	Lebanon	Floyd W Jones		X	
63	Mexico	Mexico Memorial		X	
64	Moberly	Omar N Bradley		X	
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional		X	
73	Neosho	Hugh Robinson Memorial		X	
74	Nevada	Nevada Municipal		X	
79	Perryville	Perryville Municipal		X	
82	Poplar Bluff	Poplar Bluff Municipal		X	
87	Rolla/Vichy	Rolla National		X	
95	Sedalia	Sedalia Memorial		X	



Chapter 5: Current System Performance



Table 5-11
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Auto Parking, Continued

Regional			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
97	Sikeston	Sikeston Memorial Municipal		X	
102	Sullivan	Sullivan Regional	X		
109	Warrensburg	CMSU Max B Swisher Skyhaven	X		
111	Washington	Washington Memorial		X	
113	West Plains	West Plains Municipal		X	
Business			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal		X	
8	Bowling Green	Bowling Green Municipal		X	
9	Brookfield/ Marceline	North Central Missouri Regional	X		
11	Butler	Butler Memorial		X	
12	Cabool	Cabool Memorial		X	
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal	X		
20	Charleston	Mississippi County	X		
21	Chillicothe	Chillicothe Municipal		X	
24	Cuba	Cuba Municipal	X		
28	Eldon	Eldon Model Airpark		X	
29	Excelsior Springs	Excelsior Springs Memorial		X	
31	Festus	Festus Memorial		X	
32	Fredericktown	Fredericktown Regional		X	
33	Fulton	Elton Hensley Memorial		X	
40	Higginsville	Higginsville Industrial Municipal	X		
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal		X	
53	Lexington	Lexington Municipal	X		
56	Macon	Macon-Fower Memorial	X		
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal		X	
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional	X		
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View		X	
75	New Madrid	County Memorial		X	
76	Osage Beach	Grand Glaize	X		
78	Ozark	Air Park South	X		
81	Point Lookout	M Graham Clark		X	
83	Potosi	Washington County	X		
86	Rolla	Rolla Downtown		X	
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal	X		
108	Versailles	Roy Otten Memorial		X	
110	Warsaw	Warsaw Municipal		X	
114	Willow Springs	Willow Springs Memorial		X	

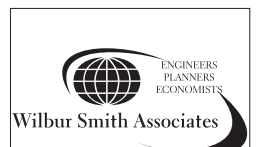
Table 5-11
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Auto Parking, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: For this benchmark, Community airports are only recommended to maintain their existing facilities.



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-12
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Terminal/Admin

Commercial			Does Meet	Does Not Meet	N/A*
SASP Code	Associated City	Airport			
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirkville	Kirkville Regional	X		
52	Lee's Summit	Lee's Summit Municipal	X		
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur	X		
93	Saint Louis	Spirit Of Saint Louis		X	
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)		X	
Regional			Does Meet	Does Not Meet	N/A*
SASP Code	Associated City	Airport			
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial		X	
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial		X	
22	Clinton	Clinton Memorial		X	
25	Dexter	Dexter Municipal		X	
30	Farmington	Farmington Regional		X	
36	Grain Valley	East Kansas City	X		
37	Hannibal	Hannibal Municipal		X	
38	Harrisonville	Lawrence Smith Memorial	X		
46	Kaiser/Lake Ozark	Lee C Fine Memorial		X	
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial		X	
64	Moberly	Omar N Bradley	X		
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial		X	
74	Nevada	Nevada Municipal		X	
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National		X	
95	Sedalia	Sedalia Memorial		X	
97	Sikeston	Sikeston Memorial Municipal		X	
102	Sullivan	Sullivan Regional	X		

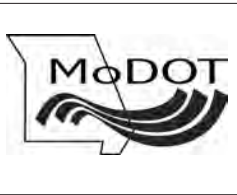
Table 5-12
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Terminal/Admin, Continued



Chapter 5:
Current System
Performance



Regional			Does	Does	
SASP			Meet	Not	N/A*
Code	Associated City	Airport		Meet	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X		
111	Washington	Washington Memorial		X	
113	West Plains	West Plains Municipal		X	
Business			Does	Does	
SASP			Meet	Not	N/A*
Code	Associated City	Airport		Meet	
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X		
8	Bowling Green	Bowling Green Municipal	X		
9	Brookfield/Marceline	North Central Missouri Regional		X	
11	Butler	Butler Memorial		X	
12	Cabool	Cabool Memorial		X	
18	Caruthersville	Caruthersville Memorial		X	
19	Cassville	Cassville Municipal		X	
20	Charleston	Mississippi County		X	
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal		X	
28	Eldon	Eldon Model Airpark		X	
29	Excelsior Springs	Excelsior Springs Memorial		X	
31	Festus	Festus Memorial	X		
32	Fredericktown	Fredericktown Regional		X	
33	Fulton	Elton Hensley Memorial		X	
40	Higginsville	Higginsville Industrial Municipal	X		
48	Kennett	Kennett Memorial		X	
50	Lamar	Lamar Municipal	X		
53	Lexington	Lexington Municipal	X		
56	Macon	Macon-Fower Memorial		X	
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional		X	
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional		X	
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View	X		
75	New Madrid	County Memorial		X	
76	Osage Beach	Grand Glaize		X	
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark	X		
83	Potosi	Washington County		X	
86	Rolla	Rolla Downtown	X		
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal	X		
108	Versailles	Roy Otten Memorial		X	
110	Warsaw	Warsaw Municipal	X		
114	Willow Springs	Willow Springs Memorial		X	



Chapter 5: Current System Performance



Table 5-12
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Terminal/Admin, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: For this benchmark, Community airports are only recommended to maintain their existing facilities.

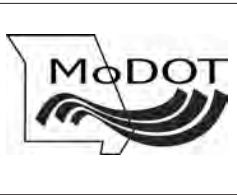
Table 5-13
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Ground Communication



Chapter 5:
Current System
Performance



Commercial SASP Code	Associated City	Airport	Does Meet	Does Not Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal		X
88	Saint Charles	Saint Charles		X
89	Saint Charles	Saint Charles County Smartt		X
91	Saint Joseph	Rosecrans Memorial		X
92	Saint Louis	Creve Coeur		X
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)		X
Regional SASP Code	Associated City	Airport	Does Meet	Does Not Meet
6	Bolivar	Bolivar Municipal		X
7	Boonville	Jesse Viertel Memorial		X
13	Camdenton	Camdenton Memorial		X
14	Cameron	Cameron Memorial		X
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal		X
30	Farmington	Farmington Regional		X
36	Grain Valley	East Kansas City		X
37	Hannibal	Hannibal Municipal		X
38	Harrisonville	Lawrence Smith Memorial		X
46	Kaiser/Lake Ozark	Lee C Fine Memorial		X
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal		X
69	Mosby	Clay County Regional		X
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal		X
79	Perryville	Perryville Municipal		X
82	Poplar Bluff	Poplar Bluff Municipal		X
87	Rolla/Vichy	Rolla National		X
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal		X
102	Sullivan	Sullivan Regional		X
109	Warrensburg	CMSU Max B Swisher Skyhaven		X
111	Washington	Washington Memorial		X
113	West Plains	West Plains Municipal	X	



Chapter 5: Current System Performance

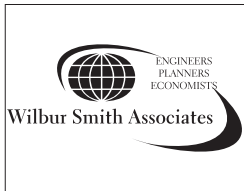
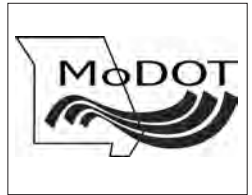


Table 5-13
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Ground Communication, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional		X
11	Butler	Butler Memorial	X	
12	Cabool	Cabool Memorial	X	
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County	X	
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark		X
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial	X	
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal	X	
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal	X	
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Fower Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional	X	
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial		X
72	Mountain View	Mountain View		X
75	New Madrid	County Memorial		X
76	Osage Beach	Grand Glaize	X	
78	Ozark	Air Park South		X
81	Point Lookout	M Graham Clark		X
83	Potosi	Washington County	X	
86	Rolla	Rolla Downtown		X
90	Saint Clair	Saint Clair Regional	X	
94	Salem	Salem Memorial	X	
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal	X	
114	Willow Springs	Willow Springs Memorial	X	

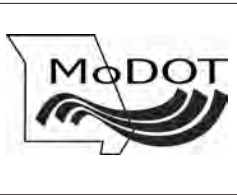
Table 5-13
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Ground Communication, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial	X	
4	Bethany	Bethany Memorial		X
5	Bismarck	Bismarck Memorial		X
10	Buffalo	Buffalo Municipal		X
15	Campbell	Campbell Municipal		X
17	Carrollton	Carrollton Memorial	X	
26	Doniphan	Doniphan Municipal	X	
27	El Dorado Springs	El Dorado Springs Memorial	X	
34	Gainesville	Gainesville Memorial	X	
35	Gideon	Gideon Memorial	X	
39	Hermann	Hermann Municipal		X
41	Hornersville	Hornersville Memorial		X
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal		X
54	Lincoln	Lincoln Municipal		X
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal		X
59	Marble Hill	Twin City Airpark		X
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman		X
70	Mount Vernon	Mount Vernon Municipal		X
77	Osceola	Osceola Municipal		X
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial		X
85	Richland	Richland Municipal		X
96	Shelbyville	Shelby County		X
98	Slater	Slater Memorial		X
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal	X	
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal		X
107	Van Buren	Bollinger Crass Memorial		X



Chapter 5: Current System Performance





Chapter 5: Current System Performance

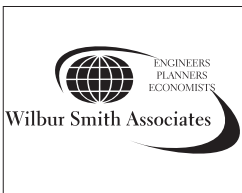


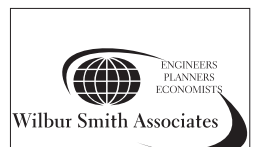
Table 5-14
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Fuel

Commercial				
SASP Code	Associated City	Airport	Does Meet	Does Not Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles		X
89	Saint Charles	Saint Charles County Smartt		X
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X	
Regional				
SASP Code	Associated City	Airport	Does Meet	Does Not Meet
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial		X
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional		X
36	Grain Valley	East Kansas City	X	
37	Hannibal	Hannibal Municipal		X
38	Harrisonville	Lawrence Smith Memorial	X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X	
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial		X
113	West Plains	West Plains Municipal	X	

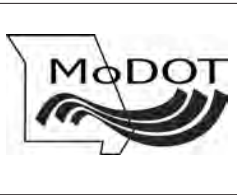
Table 5-14
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Fuel, Continued



Chapter 5:
Current System
Performance



Business				
SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional		X
11	Butler	Butler Memorial	X	
12	Cabool	Cabool Memorial	X	
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County	X	
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark	X	
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial	X	
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal	X	
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal	X	
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Power Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional	X	
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial	X	
76	Osage Beach	Grand Glaize	X	
78	Ozark	Air Park South		X
81	Point Lookout	M Graham Clark	X	
83	Potosi	Washington County	X	
86	Rolla	Rolla Downtown		X
90	Saint Clair	Saint Clair Regional	X	
94	Salem	Salem Memorial	X	
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal	X	
114	Willow Springs	Willow Springs Memorial	X	



Chapter 5: Current System Performance

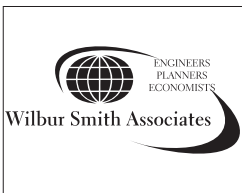


Table 5-14
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Fuel, Continued

Community			Does Meet	Does Not Meet
SASP Code	Associated City	Airport		
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial		X
4	Bethany	Bethany Memorial		X
5	Bismarck	Bismarck Memorial	X	
10	Buffalo	Buffalo Municipal		X
15	Campbell	Campbell Municipal		X
17	Carrollton	Carrollton Memorial		X
26	Doniphan	Doniphan Municipal		X
27	El Dorado Springs	El Dorado Springs Memorial	X	
34	Gainesville	Gainesville Memorial		X
35	Gideon	Gideon Memorial		X
39	Hermann	Hermann Municipal		X
41	Hornersville	Hornersville Memorial		X
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal		X
54	Lincoln	Lincoln Municipal		X
55	Linn	Linn State Technical College Airport		X
58	Mansfield	Mansfield Municipal		X
59	Marble Hill	Twin City Airpark	X	
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman	X	
70	Mount Vernon	Mount Vernon Municipal	X	
77	Osceola	Osceola Municipal		X
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial		X
85	Richland	Richland Municipal		X
96	Shelbyville	Shelby County		X
98	Slater	Slater Memorial		X
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal	X	
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal		X
107	Van Buren	Bollinger Crass Memorial		X

Table 5-15
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Maintenance



Chapter 5:
Current System
Performance



Commercial			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirksville	Kirksville Regional	X		
52	Lee's Summit	Lee's Summit Municipal	X		
88	Saint Charles	Saint Charles		X	
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur		X	
93	Saint Louis	Spirit Of Saint Louis	X		
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)		X	
Regional			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial	X		
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial		X	
22	Clinton	Clinton Memorial	X		
25	Dexter	Dexter Municipal	X		
30	Farmington	Farmington Regional		X	
36	Grain Valley	East Kansas City		X	
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial		X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial		X	
51	Lebanon	Floyd W Jones		X	
63	Mexico	Mexico Memorial		X	
64	Moberly	Omar N Bradley		X	
65	Monett	Monett Municipal		X	
69	Mosby	Clay County Regional		X	
73	Neosho	Hugh Robinson Memorial		X	
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		
95	Sedalia	Sedalia Memorial		X	
97	Sikeston	Sikeston Memorial Municipal		X	



Chapter 5: Current System Performance

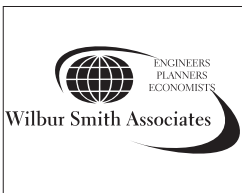


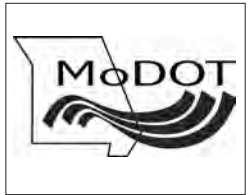
Table 5-15
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Maintenance, Continued

Regional			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
102	Sullivan	Sullivan Regional	X		
109	Warrensburg	CMSU Max B Swisher Skyhaven		X	
111	Washington	Washington Memorial	X		
113	West Plains	West Plains Municipal	X		
Business			Does	Does	
SASP			Meet	Not	
Code	Associated City	Airport	Meet	Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X		
8	Bowling Green	Bowling Green Municipal	X		
9	Brookfield/Marceline	North Central Missouri Regional		X	
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial		X	
18	Caruthersville	Caruthersville Memorial		X	
19	Cassville	Cassville Municipal	X		
20	Charleston	Mississippi County		X	
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal	X		
28	Eldon	Eldon Model Airpark		X	
29	Excelsior Springs	Excelsior Springs Memorial	X		
31	Festus	Festus Memorial	X		
32	Fredericktown	Fredericktown Regional	X		
33	Fulton	Elton Hensley Memorial	X		
40	Higginsville	Higginsville Industrial Municipal	X		
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal		X	
53	Lexington	Lexington Municipal		X	
56	Macon	Macon-Fower Memorial	X		
57	Malden	Malden Regional	X		
60	Marshall	Marshall Memorial Municipal		X	
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional		X	
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View	X		
75	New Madrid	County Memorial		X	
76	Osage Beach	Grand Glaize		X	
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark		X	
83	Potosi	Washington County		X	
86	Rolla	Rolla Downtown		X	
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal		X	
108	Versailles	Roy Otten Memorial	X		
110	Warsaw	Warsaw Municipal		X	
114	Willow Springs	Willow Springs Memorial		X	

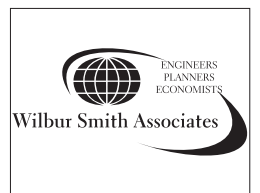
Table 5-15
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Maintenance, Continued

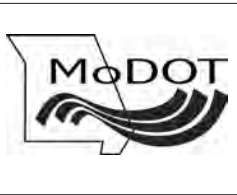
Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Hornersville	Hornersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: For this benchmark, Community airports are not required to provide maintenance.



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-16
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - FBO

Commercial			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles	X	
89	Saint Charles	Saint Charles County Smartt	X	
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X	
Regional			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial	X	
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional		X
36	Grain Valley	East Kansas City	X	
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial		X
46	Kaiser/Lake Ozark	Lee C Fine Memorial		X
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial		X
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	

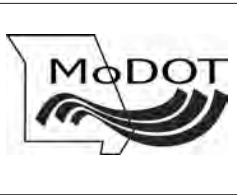
Table 5-16
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - FBO, Continued



Chapter 5:
Current System
Performance



Regional			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial	X	
113	West Plains	West Plains Municipal	X	
Business			Does	Does
SASP			Meet	Not
Code	Associated City	Airport	Meet	Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional		X
11	Butler	Butler Memorial	X	
12	Cabool	Cabool Memorial		X
18	Caruthersville	Caruthersville Memorial		X
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County		X
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark		X
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial	X	
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal	X	
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal		X
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Fower Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional		X
66	Monroe City	Monroe City Regional		X
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial		X
76	Osage Beach	Grand Glaize	X	
78	Ozark	Air Park South		X
81	Point Lookout	M Graham Clark		X
83	Potosi	Washington County	X	



Chapter 5: Current System Performance

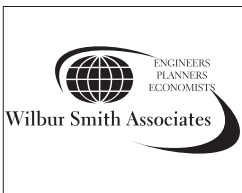


Table 5-16
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - FBO, Continued

Business				
SASP Code	Associated City	Airport	Does Meet	Does Not Meet
86	Rolla	Rolla Downtown		X
90	Saint Clair	Saint Clair Regional		X
94	Salem	Salem Memorial		X
105	Trenton	Trenton Municipal		X
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal		X
114	Willow Springs	Willow Springs Memorial	X	
Community				
SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial		X
4	Bethany	Bethany Memorial		X
5	Bismarck	Bismarck Memorial	X	
10	Buffalo	Buffalo Municipal		X
15	Campbell	Campbell Municipal		X
17	Carrollton	Carrollton Memorial		X
26	Doniphan	Doniphan Municipal	X	
27	El Dorado Springs	El Dorado Springs Memorial		X
34	Gainesville	Gainesville Memorial		X
35	Gideon	Gideon Memorial		X
39	Hermann	Hermann Municipal		X
41	Hornersville	Hornersville Memorial		X
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal		X
54	Lincoln	Lincoln Municipal		X
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal		X
59	Marble Hill	Twin City Airpark		X
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman	X	
70	Mount Vernon	Mount Vernon Municipal		X
77	Osceola	Osceola Municipal	X	
80	Piedmont	Piedmont Municipal		X
84	Princeton	Princeton-Kauffman Memorial		X
85	Richland	Richland Municipal		X
96	Shelbyville	Shelby County		X
98	Slater	Slater Memorial		X
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal		X
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal		X
107	Van Buren	Bollinger Crass Memorial		X

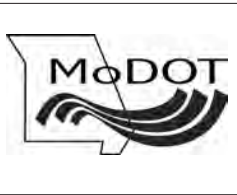
Table 5-17
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Rental/Loaner Car



Chapter 5:
Current System
Performance



Commercial SASP			Does	Does	
Code	Associated City	Airport	Meet	Not Meet	N/A*
16	Cape Girardeau	Cape Girardeau Regional	X		
23	Columbia	Columbia Regional	X		
43	Jefferson City	Jefferson City Memorial	X		
44	Joplin	Joplin Regional	X		
47	Kansas City	Charles B. Wheeler Downtown	X		
49	Kirksville	Kirksville Regional	X		
52	Lee's Summit	Lee's Summit Municipal	X		
88	Saint Charles	Saint Charles	X		
89	Saint Charles	Saint Charles County Smartt	X		
91	Saint Joseph	Rosecrans Memorial	X		
92	Saint Louis	Creve Coeur	X		
93	Saint Louis	Spirit Of Saint Louis	X		
99	Springfield	Springfield-Branson Regional	X		
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X		
Regional SASP			Does	Does	
Code	Associated City	Airport	Meet	Not Meet	N/A*
6	Bolivar	Bolivar Municipal	X		
7	Boonville	Jesse Viertel Memorial	X		
13	Camdenton	Camdenton Memorial	X		
14	Cameron	Cameron Memorial	X		
22	Clinton	Clinton Memorial	X		
25	Dexter	Dexter Municipal		X	
30	Farmington	Farmington Regional	X		
36	Grain Valley	East Kansas City	X		
37	Hannibal	Hannibal Municipal	X		
38	Harrisonville	Lawrence Smith Memorial	X		
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X		
51	Lebanon	Floyd W Jones	X		
63	Mexico	Mexico Memorial		X	
64	Moberly	Omar N Bradley	X		
65	Monett	Monett Municipal	X		
69	Mosby	Clay County Regional	X		
73	Neosho	Hugh Robinson Memorial		X	
74	Nevada	Nevada Municipal	X		
79	Perryville	Perryville Municipal	X		
82	Poplar Bluff	Poplar Bluff Municipal	X		
87	Rolla/Vichy	Rolla National	X		
95	Sedalia	Sedalia Memorial	X		
97	Sikeston	Sikeston Memorial Municipal	X		
102	Sullivan	Sullivan Regional		X	
109	Warrensburg	CMSU Max B Swisher Skyhaven		X	
111	Washington	Washington Memorial	X		
113	West Plains	West Plains Municipal	X		



Chapter 5: Current System Performance

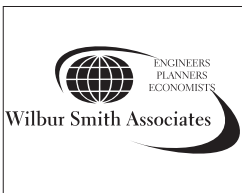


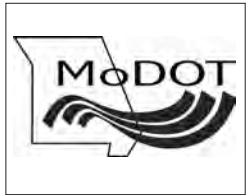
Table 5-17
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Rental/Loaner Car, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X		
8	Bowling Green	Bowling Green Municipal		X	
9	Brookfield/Marceline	North Central Missouri Regional		X	
11	Butler	Butler Memorial	X		
12	Cabool	Cabool Memorial		X	
18	Caruthersville	Caruthersville Memorial	X		
19	Cassville	Cassville Municipal	X		
20	Charleston	Mississippi County	X		
21	Chillicothe	Chillicothe Municipal	X		
24	Cuba	Cuba Municipal	X		
28	Eldon	Eldon Model Airpark		X	
29	Excelsior Springs	Excelsior Springs Memorial	X		
31	Festus	Festus Memorial		X	
32	Fredericktown	Fredericktown Regional		X	
33	Fulton	Elton Hensley Memorial	X		
40	Higginsville	Higginsville Industrial Municipal	X		
48	Kennett	Kennett Memorial	X		
50	Lamar	Lamar Municipal		X	
53	Lexington	Lexington Municipal	X		
56	Macon	Macon-Fower Memorial	X		
57	Malden	Malden Regional		X	
60	Marshall	Marshall Memorial Municipal	X		
61	Maryville	Northwest Missouri Regional	X		
66	Monroe City	Monroe City Regional		X	
68	Monticello	Lewis County Regional		X	
71	Mountain Grove	Mountain Grove Memorial		X	
72	Mountain View	Mountain View	X		
75	New Madrid	County Memorial	X		
76	Osage Beach	Grand Glaize	X		
78	Ozark	Air Park South		X	
81	Point Lookout	M Graham Clark	X		
83	Potosi	Washington County	X		
86	Rolla	Rolla Downtown		X	
90	Saint Clair	Saint Clair Regional		X	
94	Salem	Salem Memorial		X	
105	Trenton	Trenton Municipal	X		
108	Versailles	Roy Otten Memorial	X		
110	Warsaw	Warsaw Municipal	X		
114	Willow Springs	Willow Springs Memorial		X	

Table 5-17
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Rental/Loaner Car, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet	N/A*
1	Albany	Albany Municipal			X
3	Ava	Ava Bill Martin Memorial			X
4	Bethany	Bethany Memorial			X
5	Bismarck	Bismarck Memorial			X
10	Buffalo	Buffalo Municipal			X
15	Campbell	Campbell Municipal			X
17	Carrollton	Carrollton Memorial			X
26	Doniphan	Doniphan Municipal			X
27	El Dorado Springs	El Dorado Springs Memorial			X
34	Gainesville	Gainesville Memorial			X
35	Gideon	Gideon Memorial			X
39	Hermann	Hermann Municipal			X
41	Homersville	Homersville Memorial			X
42	Houston	Houston Memorial			X
45	Kahoka	Kahoka Municipal			X
54	Lincoln	Lincoln Municipal			X
55	Linn	Linn State Technical College Airport			X
58	Mansfield	Mansfield Municipal			X
59	Marble Hill	Twin City Airpark			X
62	Memphis	Memphis Memorial			X
67	Montgomery City	Montgomery-Wehrman			X
70	Mount Vernon	Mount Vernon Municipal			X
77	Osceola	Osceola Municipal			X
80	Piedmont	Piedmont Municipal			X
84	Princeton	Princeton-Kauffman Memorial			X
85	Richland	Richland Municipal			X
96	Shelbyville	Shelby County			X
98	Slater	Slater Memorial			X
100	Steele	Steele Municipal			X
101	Stockton	Stockton Municipal			X
103	Tarkio	Gould Peterson Municipal			X
104	Thayer	Thayer Memorial			X
106	Unionville	Unionville Municipal			X
107	Van Buren	Bollinger Crass Memorial			X

Note: For this benchmark, Business airports are required to provide a courtesy/loaner car and it is desired they provide rental car services; and Community airports are not required to provide other means of transportation.



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-18
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Operational Capacity Guidelines

Commercial				Does
SASP				Not
Code	Associated City	Airport	Meet	Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles	X	
89	Saint Charles	Saint Charles County Smartt	X	
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis		X
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X	
Regional				Does
SASP				Not
Code	Associated City	Airport	Meet	Meet
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial	X	
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional	X	
36	Grain Valley	East Kansas City	X	
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial	X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X	
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial	X	
113	West Plains	West Plains Municipal	X	

Table 5-18
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Operational Capacity Guidelines, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional	X	
11	Butler	Butler Memorial	X	
12	Cabool	Cabool Memorial	X	
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County	X	
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark	X	
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial	X	
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal	X	
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal	X	
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Fower Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional	X	
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial	X	
76	Osage Beach	Grand Glaize	X	
78	Ozark	Air Park South	X	
81	Point Lookout	M Graham Clark	X	
83	Potosi	Washington County	X	
86	Rolla	Rolla Downtown	X	
90	Saint Clair	Saint Clair Regional	X	
94	Salem	Salem Memorial	X	
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal	X	
114	Willow Springs	Willow Springs Memorial	X	



Chapter 5:
Current System
Performance





Chapter 5: Current System Performance

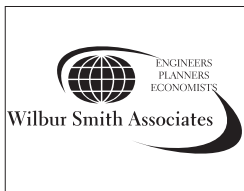


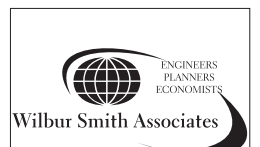
Table 5-18
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Operational Capacity Guidelines, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial	X	
4	Bethany	Bethany Memorial	X	
5	Bismarck	Bismarck Memorial	X	
10	Buffalo	Buffalo Municipal	X	
15	Campbell	Campbell Municipal	X	
17	Carrollton	Carrollton Memorial	X	
26	Doniphan	Doniphan Municipal	X	
27	El Dorado Springs	El Dorado Springs Memorial	X	
34	Gainesville	Gainesville Memorial	X	
35	Gideon	Gideon Memorial	X	
39	Hermann	Hermann Municipal	X	
41	Hornersville	Hornersville Memorial	X	
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal	X	
54	Lincoln	Lincoln Municipal	X	
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal	X	
59	Marble Hill	Twin City Airpark	X	
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman	X	
70	Mount Vernon	Mount Vernon Municipal	X	
77	Osceola	Osceola Municipal	X	
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial	X	
85	Richland	Richland Municipal	X	
96	Shelbyville	Shelby County	X	
98	Slater	Slater Memorial	X	
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal	X	
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal	X	
107	Van Buren	Bollinger Crass Memorial	X	

Table 5-19
Current Performance
Performance Measure: Physical
Benchmark: Airports with Adequate PCI Ratings (Primary Runway Only)



Chapter 5:
Current System
Performance



Commercial			
SASP Code	Associated City	Airport	Pavement Rating
16	Cape Girardeau	Cape Girardeau Regional	Good
23	Columbia	Columbia Regional	Good
43	Jefferson City	Jefferson City Memorial	Good
44	Joplin	Joplin Regional	Fair
47	Kansas City	Charles B. Wheeler Downtown	good
49	Kirkville	Kirkville Regional	Good
52	Lee's Summit	Lee's Summit Municipal	Good
88	Saint Charles	Saint Charles	Poor
89	Saint Charles	Saint Charles County Smartt	Good
91	Saint Joseph	Rosecrans Memorial	Good
92	Saint Louis	Creve Coeur	Good
93	Saint Louis	Spirit Of Saint Louis	Good
99	Springfield	Springfield-Branson Regional	Good
112	Waynesville	Waynesville (Regional Arpt At Fomey Fld)	Good
Regional			
SASP Code	Associated City	Airport	Pavement Rating
6	Bolivar	Bolivar Municipal	Good
7	Boonville	Jesse Viertel Memorial	Excellent
13	Camdenton	Camdenton Memorial	Good
14	Cameron	Cameron Memorial	Good
22	Clinton	Clinton Memorial	Good
25	Dexter	Dexter Municipal	Good
30	Farmington	Farmington Regional	Good
36	Grain Valley	East Kansas City	Poor
37	Hannibal	Hannibal Municipal	Fair
38	Harrisonville	Lawrence Smith Memorial	Good
46	Kaiser/Lake Ozark	Lee C Fine Memorial	Good
51	Lebanon	Floyd W Jones	Good
63	Mexico	Mexico Memorial	Good
64	Moberly	Omar N Bradley	Fair
65	Monett	Monett Municipal	Good
69	Mosby	Clay County Regional	Excellent
73	Neosho	Hugh Robinson Memorial	Good
74	Nevada	Nevada Municipal	Good
79	Perryville	Perryville Municipal	Good
82	Poplar Bluff	Poplar Bluff Municipal	Good
87	Rolla/Vichy	Rolla National	Fair
95	Sedalia	Sedalia Memorial	Good
97	Sikeston	Sikeston Memorial Municipal	Good
102	Sullivan	Sullivan Regional	Good
109	Warrensburg	CMSU Max B Swisher Skyhaven	Good
111	Washington	Washington Memorial	Good
113	West Plains	West Plains Municipal	Good



Chapter 5: Current System Performance

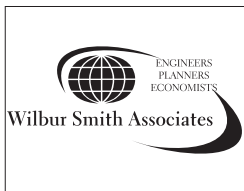


Table 5-19
Current Performance
Performance Measure: Physical
Benchmark: Airports with Adequate PCI Ratings (Primary Runway Only), Continued

Business SASP Code	Associated City	Airport	Pavement Rating
2	Aurora	Jerry Sumners Sr. Aurora Municipal	Poor
8	Bowling Green	Bowling Green Municipal	Fair
9	Brookfield/Marceline	North Central Missouri Regional	Good
11	Butler	Butler Memorial	Good
12	Cabool	Cabool Memorial	Fair
18	Caruthersville	Caruthersville Memorial	Good
19	Cassville	Cassville Municipal	Good
20	Charleston	Mississippi County	Good
21	Chillicothe	Chillicothe Municipal	Good
24	Cuba	Cuba Municipal	Good
28	Eldon	Eldon Model Airpark	Good
29	Excelsior Springs	Excelsior Springs Memorial	Good
31	Festus	Festus Memorial	Fair
32	Fredericktown	Fredericktown Regional	Good
33	Fulton	Elton Hensley Memorial	Good
40	Higginsville	Higginsville Industrial Municipal	Fair
48	Kennett	Kennett Memorial	Fair
50	Lamar	Lamar Municipal	Good
53	Lexington	Lexington Municipal	Fair
56	Macon	Macon-Fower Memorial	Good
57	Malden	Malden Regional	Fair
60	Marshall	Marshall Memorial Municipal	Good
61	Maryville	Northwest Missouri Regional	Good
66	Monroe City	Monroe City Regional	Good
68	Monticello	Lewis County Regional	Good
71	Mountain Grove	Mountain Grove Memorial	Good
72	Mountain View	Mountain View	Good
75	New Madrid	County Memorial	Fair
76	Osage Beach	Grand Glaize	Good
78	Ozark	Air Park South	Poor
81	Point Lookout	M Graham Clark	Good
83	Potosi	Washington County	Good
86	Rolla	Rolla Downtown	Good
90	Saint Clair	Saint Clair Regional	Fair
94	Salem	Salem Memorial	Good
105	Trenton	Trenton Municipal	Fair
108	Versailles	Roy Otten Memorial	Good
110	Warsaw	Warsaw Municipal	Excellent
114	Willow Springs	Willow Springs Memorial	Good

Table 5-19
Current Performance
Performance Measure: Physical
Benchmark: Airports with Adequate PCI Ratings (Primary Runway Only), Continued



Chapter 5:
Current System
Performance



Community SASP Code	Associated City	Airport	Pavement Rating
1	Albany	Albany Municipal	Good
3	Ava	Ava Bill Martin Memorial	Good
4	Bethany	Bethany Memorial	Good
5	Bismarck	Bismarck Memorial	Good
10	Buffalo	Buffalo Municipal	Good
15	Campbell	Campbell Municipal	Fair
17	Carrollton	Carrollton Memorial	Good
26	Doniphan	Doniphan Municipal	Good
27	El Dorado Springs	El Dorado Springs Memorial	Good
34	Gainesville	Gainesville Memorial	TURF
35	Gideon	Gideon Memorial	Fair
39	Hermann	Hermann Municipal	Good
41	Hornersville	Hornersville Memorial	Fair
42	Houston	Houston Memorial	Good
45	Kahoka	Kahoka Municipal	TURF
54	Lincoln	Lincoln Municipal	TURF
55	Linn	Linn State Technical College Airport	Good
58	Mansfield	Mansfield Municipal	Good
59	Marble Hill	Twin City Airpark	TURF
62	Memphis	Memphis Memorial	Good
67	Montgomery City	Montgomery-Wehrman	TURF
70	Mount Vernon	Mount Vernon Municipal	Good
77	Osceola	Osceola Municipal	TURF
80	Piedmont	Piedmont Municipal	Good
84	Princeton	Princeton-Kauffman Memorial	TURF
85	Richland	Richland Municipal	Good
96	Shelbyville	Shelby County	TURF
98	Slater	Slater Memorial	Good
100	Steele	Steele Municipal	Good
101	Stockton	Stockton Municipal	Good
103	Tarkio	Could Peterson Municipal	Good
104	Thayer	Thayer Memorial	Fair
106	Unionville	Unionville Municipal	Fair
107	Van Buren	Bollinger Crass Memorial	Fair



Chapter 5: Current System Performance



Table 5-20
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Runway Safety Guidelines (Primary Runway Only)

Commercial			Does	Does
SASP			Meet	Not
Code	Associated City	Airport		Meet
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Kansas City Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal		X
88	Saint Charles	Saint Charles Municipal		X
89	Saint Charles	Saint Charles County Smartt	X	
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur		X
93	Saint Louis	Spirit of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X	
Regional			Does	Does
SASP			Meet	Not
Code	Associated City	Airport		Meet
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial	X	
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional	X	
36	Grain Valley	East Kansas City	X	
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial	X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X	
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal		X
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal		X
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial	X	
113	West Plains	West Plains Municipal	X	

Table 5-20
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Runway Safety Guidelines (Primary Runway Only), Continued



Chapter 5:
Current System
Performance



Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal		X
9	Brookfield/Marceline	North Central Missouri Regional	X	
11	Butler	Butler Memorial		X
12	Cabool	Cabool Memorial		X
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal		X
20	Charleston	Mississippi County	X	
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark	X	
29	Excelsior Springs	Excelsior Springs Memorial		X
31	Festus	Festus Memorial	X	
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal	X	
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal	X	
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Power Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional	X	
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial	X	
76	Osage Beach	Grand Glaize	X	
78	Ozark	Air Park South	X	
81	Point Lookout	M Graham Clark	X	
83	Potosi	Washington County	X	
86	Rolla	Rolla Downtown	X	
90	Saint Clair	Saint Clair Regional	X	
94	Salem	Salem Memorial	X	
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal	X	
114	Willow Springs	Willow Springs Memorial	X	



Chapter 5: Current System Performance

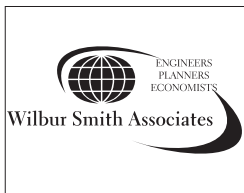


Table 5-20
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting FAA Runway Safety Guidelines (Primary Runway Only), Continued

Community			Does Meet	Does Not Meet
SASP Code	Associated City	Airport		
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial		X
4	Bethany	Bethany Memorial		X
5	Bismarck	Bismarck Memorial		X
10	Buffalo	Buffalo Municipal	X	
15	Campbell	Campbell Municipal	X	
17	Carrollton	Carrollton Memorial		X
26	Doniphan	Doniphan Municipal		X
27	El Dorado Springs	El Dorado Springs Memorial	X	
34	Gainesville	Gainesville Memorial	X	
35	Gideon	Gideon Memorial	X	
39	Hermann	Hermann Municipal	X	
41	Homersville	Homersville Memorial	X	
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal	X	
54	Lincoln	Lincoln Municipal	X	
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal	X	
59	Marble Hill	Twin City Airpark	X	
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman		X
70	Mount Vernon	Mount Vernon Municipal	X	
77	Osceola	Osceola Municipal		X
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial		X
85	Richland	Richland Municipal	X	
96	Shelbyville	Shelby County	X	
98	Slater	Slater Memorial	X	
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal	X	
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal	X	
107	Van Buren	Bollinger Crass Memorial	X	

Table 5-21
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Appropriate Zoning



Chapter 5:
Current System
Performance



Commercial				
SASP Code	Associated City	Airport	Height Zoning	Hazard Zoning
16	Cape Girardeau	Cape Girardeau Regional	Yes	Yes
23	Columbia	Columbia Regional	Yes	Yes
43	Jefferson City	Jefferson City Memorial	Yes	Yes
44	Joplin	Joplin Regional	Yes	Yes
47	Kansas City	Charles B. Wheeler Downtown	Yes	Yes
49	Kirkville	Kirkville Regional	Yes	No
52	Lee's Summit	Lee's Summit Municipal	Yes	Yes
88	Saint Charles	Saint Charles	No	No
89	Saint Charles	Saint Charles County Smartt	No	No
91	Saint Joseph	Rosecrans Memorial	No	No
92	Saint Louis	Creve Coeur	Yes	No
93	Saint Louis	Spirit Of Saint Louis	Yes	Yes
99	Springfield	Springfield-Branson Regional	Yes	No
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	No	No
Regional				
SASP Code	Associated City	Airport	Height Zoning	Hazard Zoning
6	Bolivar	Bolivar Municipal	No	No
7	Boonville	Jesse Viertel Memorial	N/P	N/P
13	Camdenton	Camdenton Memorial	Yes	No
14	Cameron	Cameron Memorial	No	No
22	Clinton	Clinton Memorial	No	No
25	Dexter	Dexter Municipal	No	No
30	Farmington	Farmington Regional	No	No
36	Grain Valley	East Kansas City	Yes	No
37	Hannibal	Hannibal Municipal	No	No
38	Harrisonville	Lawrence Smith Memorial	Yes	Yes
46	Kaiser/Lake Ozark	Lee C Fine Memorial	Yes	Yes
51	Lebanon	Floyd W Jones	Yes	Yes
63	Mexico	Mexico Memorial	No	No
64	Moberly	Omar N Bradley	No	No
65	Monett	Monett Municipal	No	No
69	Mosby	Clay County Regional	Yes	Yes
73	Neosho	Hugh Robinson Memorial	Yes	Yes
74	Nevada	Nevada Municipal	Yes	No
79	Perryville	Perryville Municipal	Yes	Yes
82	Poplar Bluff	Poplar Bluff Municipal	No	No
87	Rolla/Vichy	Rolla National	Yes	N/P
95	Sedalia	Sedalia Memorial	No	No
97	Sikeston	Sikeston Memorial Municipal	No	No
102	Sullivan	Sullivan Regional	Yes	Yes
109	Warrensburg	CMSU Max B Swisher Skyhaven	No	No
111	Washington	Washington Memorial	Yes	Yes
113	West Plains	West Plains Municipal	Yes	Yes



Chapter 5: Current System Performance

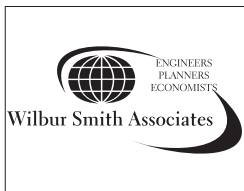


Table 5-21
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Appropriate Zoning, Continued

Business SASP Code	Associated City	Airport	Height Zoning	Hazard Zoning
2	Aurora	Jerry Sumners Sr. Aurora Municipal	No	No
8	Bowling Green	Bowling Green Municipal	No	No
9	Brookfield/Marceline	North Central Missouri Regional	No	No
11	Butler	Butler Memorial	No	No
12	Cabool	Cabool Memorial	No	No
18	Caruthersville	Caruthersville Memorial	Yes	Yes
19	Cassville	Cassville Municipal	Yes	Yes
20	Charleston	Mississippi County	N/P	N/P
21	Chillicothe	Chillicothe Municipal	No	No
24	Cuba	Cuba Municipal	No	No
28	Eldon	Eldon Model Airpark	Yes	Yes
29	Excelsior Springs	Excelsior Springs Memorial	Yes	Yes
31	Festus	Festus Memorial	No	No
32	Fredericktown	Fredericktown Regional	No	No
33	Fulton	Elton Hensley Memorial	No	No
40	Higginsville	Higginsville Industrial Municipal	No	No
48	Kennett	Kennett Memorial	Yes	No
50	Lamar	Lamar Municipal	Yes	Yes
53	Lexington	Lexington Municipal	Yes	Yes
56	Macon	Macon-Fower Memorial	No	No
57	Malden	Malden Regional	No	No
60	Marshall	Marshall Memorial Municipal	Yes	Yes
61	Maryville	Northwest Missouri Regional	Yes	No
66	Monroe City	Monroe City Regional	No	No
68	Monticello	Lewis County Regional	No	No
71	Mountain Grove	Mountain Grove Memorial	No	No
72	Mountain View	Mountain View	No	No
75	New Madrid	County Memorial	No	No
76	Osage Beach	Grand Glaize	No	No
78	Ozark	Air Park South	No	No
81	Point Lookout	M Graham Clark	No	No
83	Potosi	Washington County	Yes	No
86	Rolla	Rolla Downtown	No	No
90	Saint Clair	Saint Clair Regional	No	No
94	Salem	Salem Memorial	Yes	Yes
105	Trenton	Trenton Municipal	No	No
108	Versailles	Roy Otten Memorial	No	No
110	Warsaw	Warsaw Municipal	None	None
114	Willow Springs	Willow Springs Memorial	No	No

Table 5-21
Current Performance
Performance Measure: Physical
Benchmark: Airports Meeting Appropriate Zoning, Continued



Chapter 5:
Current System
Performance



Community SASP Code	Associated City	Airport	Height Zoning	Hazard Zoning
1	Albany	Albany Municipal	Yes	No
3	Ava	Ava Bill Martin Memorial	No	No
4	Bethany	Bethany Memorial	No	No
5	Bismarck	Bismarck Memorial	Yes	N/P
10	Buffalo	Buffalo Municipal	No	No
15	Campbell	Campbell Municipal	No	No
17	Carrollton	Carrollton Memorial	N/P	N/P
26	Doniphan	Doniphan Municipal	No	No
27	El Dorado Springs	El Dorado Springs Memorial	No	No
34	Gainesville	Gainesville Memorial	Yes	No
35	Gideon	Gideon Memorial	No	No
39	Hermann	Hermann Municipal	No	No
41	Hornersville	Hornersville Memorial	No	No
42	Houston	Houston Memorial	No	No
45	Kahoka	Kahoka Municipal	No	No
54	Lincoln	Lincoln Municipal	Yes	No
55	Linn	Linn State Technical College Airport	No	No
58	Mansfield	Mansfield Municipal	Yes	No
59	Marble Hill	Twin City Airpark	Yes	No
62	Memphis	Memphis Memorial	No	No
67	Montgomery City	Montgomery-Wehrman	No	No
70	Mount Vernon	Mount Vernon Municipal	No	No
77	Osceola	Osceola Municipal	No	No
80	Piedmont	Piedmont Municipal	No	No
84	Princeton	Princeton-Kauffman Memorial	No	No
85	Richland	Richland Municipal	Yes	Yes
96	Shelbyville	Shelby County	No	No
98	Slater	Slater Memorial	No	No
100	Steele	Steele Municipal	No	No
101	Stockton	Stockton Municipal	No	No
103	Tarkio	Could Peterson Municipal	No	No
104	Thayer	Thayer Memorial	Yes	No
106	Unionville	Unionville Municipal	No	No
107	Van Buren	Bollinger Crass Memorial	No	No

NP = Not Provided



Chapter 5: Current System Performance



Table 5-22
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports with Jet Fuel

Commercial SASP			Does Meet	Does Not Meet
Code	Associated City	Airport		
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles		X
89	Saint Charles	Saint Charles County Smartt		X
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X	
Regional SASP			Does Meet	Does Not Meet
Code	Associated City	Airport		
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial		X
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional		X
36	Grain Valley	East Kansas City	X	
37	Hannibal	Hannibal Municipal		X
38	Harrisonville	Lawrence Smith Memorial	X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X	
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial		X
113	West Plains	West Plains Municipal	X	

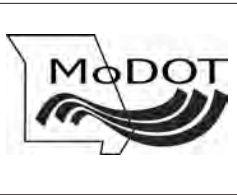
Table 5-22
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports with Jet Fuel, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal		X
8	Bowling Green	Bowling Green Municipal		X
9	Brookfield/Marceline	North Central Missouri Regional		X
11	Butler	Butler Memorial		X
12	Cabool	Cabool Memorial		X
18	Caruthersville	Caruthersville Memorial		X
19	Cassville	Cassville Municipal		X
20	Charleston	Mississippi County		X
21	Chillicothe	Chillicothe Municipal		X
24	Cuba	Cuba Municipal		X
28	Eldon	Eldon Model Airpark		X
29	Excelsior Springs	Excelsior Springs Memorial		X
31	Festus	Festus Memorial		X
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial		X
40	Higginsville	Higginsville Industrial Municipal		X
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal		X
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Fower Memorial		X
57	Malden	Malden Regional		X
60	Marshall	Marshall Memorial Municipal		X
61	Maryville	Northwest Missouri Regional		X
66	Monroe City	Monroe City Regional		X
68	Monticello	Lewis County Regional		X
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial		X
76	Osage Beach	Grand Glaize		X
78	Ozark	Air Park South		X
81	Point Lookout	M Graham Clark	X	
83	Potosi	Washington County	X	
86	Rolla	Rolla Downtown		X
90	Saint Clair	Saint Clair Regional		X
94	Salem	Salem Memorial		X
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial		X
110	Warsaw	Warsaw Municipal		X
114	Willow Springs	Willow Springs Memorial		X



Chapter 5: Current System Performance





Chapter 5: Current System Performance

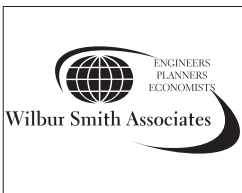


Table 5-22
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports with Jet Fuel, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal		X
3	Ava	Ava Bill Martin Memorial		X
4	Bethany	Bethany Memorial		X
5	Bismarck	Bismarck Memorial		X
10	Buffalo	Buffalo Municipal		X
15	Campbell	Campbell Municipal		X
17	Carrollton	Carrollton Memorial		X
26	Doniphan	Doniphan Municipal		X
27	El Dorado Springs	El Dorado Springs Memorial		X
34	Gainesville	Gainesville Memorial		X
35	Gideon	Gideon Memorial		X
39	Hermann	Hermann Municipal		X
41	Hornersville	Hornersville Memorial		X
42	Houston	Houston Memorial		X
45	Kahoka	Kahoka Municipal		X
54	Lincoln	Lincoln Municipal		X
55	Linn	Linn State Technical College Airport		X
58	Mansfield	Mansfield Municipal		X
59	Marble Hill	Twin City Airpark		X
62	Memphis	Memphis Memorial		X
67	Montgomery City	Montgomery-Wehrman		X
70	Mount Vernon	Mount Vernon Municipal		X
77	Osceola	Osceola Municipal		X
80	Piedmont	Piedmont Municipal		X
84	Princeton	Princeton-Kauffman Memorial		X
85	Richland	Richland Municipal		X
96	Shelbyville	Shelby County		X
98	Slater	Slater Memorial		X
100	Steele	Steele Municipal		X
101	Stockton	Stockton Municipal		X
103	Tarkio	Gould Peterson Municipal		X
104	Thayer	Thayer Memorial		X
106	Unionville	Unionville Municipal		X
107	Van Buren	Bollinger Crass Memorial		X

Table 5-23
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports Supporting Aircraft Maintenance



Chapter 5:
Current System
Performance



Commercial SASP			Does Meet	Does Not Meet
Code	Associated City	Airport		
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles		X
89	Saint Charles	Saint Charles County Smartt	X	
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)		X
Regional SASP			Does Meet	Does Not Meet
Code	Associated City	Airport		
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial		X
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional		X
36	Grain Valley	East Kansas City		X
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial		X
46	Kaiser/Lake Ozark	Lee C Fine Memorial		X
51	Lebanon	Floyd W Jones		X
63	Mexico	Mexico Memorial		X
64	Moberly	Omar N Bradley		X
65	Monett	Monett Municipal		X
69	Mosby	Clay County Regional		X
73	Neosho	Hugh Robinson Memorial		X
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial		X
97	Sikeston	Sikeston Memorial Municipal		X
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven		X
111	Washington	Washington Memorial	X	
113	West Plains	West Plains Municipal	X	



Chapter 5: Current System Performance

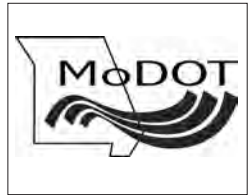


Table 5-23
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports Supporting Aircraft Maintenance, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional		X
11	Butler	Butler Memorial	X	
12	Cabool	Cabool Memorial		X
18	Caruthersville	Caruthersville Memorial		X
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County		X
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark		X
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial	X	
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal	X	
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal		X
53	Lexington	Lexington Municipal		X
56	Macon	Macon-Fower Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal		X
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional		X
68	Monticello	Lewis County Regional		X
71	Mountain Grove	Mountain Grove Memorial		X
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial		X
76	Osage Beach	Grand Glaize		X
78	Ozark	Air Park South		X
81	Point Lookout	M Graham Clark		X
83	Potosi	Washington County		X
86	Rolla	Rolla Downtown		X
90	Saint Clair	Saint Clair Regional		X
94	Salem	Salem Memorial		X
105	Trenton	Trenton Municipal		X
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal		X
114	Willow Springs	Willow Springs Memorial		X

Table 5-23
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports Supporting Aircraft Maintenance, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal		X
3	Ava	Ava Bill Martin Memorial		X
4	Bethany	Bethany Memorial		X
5	Bismarck	Bismarck Memorial		X
10	Buffalo	Buffalo Municipal		X
15	Campbell	Campbell Municipal		X
17	Carrollton	Carrollton Memorial		X
26	Doniphan	Doniphan Municipal		X
27	El Dorado Springs	El Dorado Springs Memorial		X
34	Gainesville	Gainesville Memorial		X
35	Gideon	Gideon Memorial		X
39	Hermann	Hermann Municipal		X
41	Hornersville	Hornersville Memorial		X
42	Houston	Houston Memorial		X
45	Kahoka	Kahoka Municipal		X
54	Lincoln	Lincoln Municipal		X
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal		X
59	Marble Hill	Twin City Airpark		X
62	Memphis	Memphis Memorial		X
67	Montgomery City	Montgomery-Wehrman		X
70	Mount Vernon	Mount Vernon Municipal		X
77	Osceola	Osceola Municipal		X
80	Piedmont	Piedmont Municipal		X
84	Princeton	Princeton-Kauffman Memorial		X
85	Richland	Richland Municipal		X
96	Shelbyville	Shelby County		X
98	Slater	Slater Memorial		X
100	Steele	Steele Municipal		X
101	Stockton	Stockton Municipal		X
103	Tarkio	Gould Peterson Municipal		X
104	Thayer	Thayer Memorial		X
106	Unionville	Unionville Municipal		X
107	Van Buren	Bollinger Crass Memorial		X



Chapter 5: Current System Performance





Chapter 5: Current System Performance

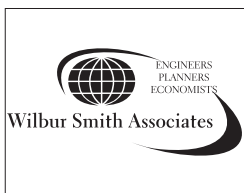
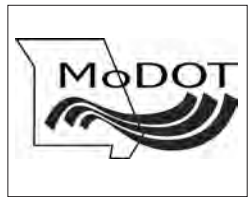


Table 5-24
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports with Adequate Surface Access to Airports

Commercial SASP			Does Meet	Does Not Meet
Code	Associated City	Airport		
16	Cape Girardeau	Cape Girardeau Regional	X	
23	Columbia	Columbia Regional	X	
43	Jefferson City	Jefferson City Memorial	X	
44	Joplin	Joplin Regional	X	
47	Kansas City	Charles B. Wheeler Downtown	X	
49	Kirksville	Kirksville Regional	X	
52	Lee's Summit	Lee's Summit Municipal	X	
88	Saint Charles	Saint Charles	X	
89	Saint Charles	Saint Charles County Smartt	X	
91	Saint Joseph	Rosecrans Memorial	X	
92	Saint Louis	Creve Coeur	X	
93	Saint Louis	Spirit Of Saint Louis	X	
99	Springfield	Springfield-Branson Regional	X	
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	X	
Regional SASP			Does Meet	Does Not Meet
Code	Associated City	Airport		
6	Bolivar	Bolivar Municipal	X	
7	Boonville	Jesse Viertel Memorial	X	
13	Camdenton	Camdenton Memorial	X	
14	Cameron	Cameron Memorial	X	
22	Clinton	Clinton Memorial	X	
25	Dexter	Dexter Municipal	X	
30	Farmington	Farmington Regional	X	
36	Grain Valley	East Kansas City	X	
37	Hannibal	Hannibal Municipal	X	
38	Harrisonville	Lawrence Smith Memorial	X	
46	Kaiser/Lake Ozark	Lee C Fine Memorial	X	
51	Lebanon	Floyd W Jones	X	
63	Mexico	Mexico Memorial	X	
64	Moberly	Omar N Bradley	X	
65	Monett	Monett Municipal	X	
69	Mosby	Clay County Regional	X	
73	Neosho	Hugh Robinson Memorial	X	
74	Nevada	Nevada Municipal	X	
79	Perryville	Perryville Municipal	X	
82	Poplar Bluff	Poplar Bluff Municipal	X	
87	Rolla/Vichy	Rolla National	X	
95	Sedalia	Sedalia Memorial	X	
97	Sikeston	Sikeston Memorial Municipal	X	
102	Sullivan	Sullivan Regional	X	
109	Warrensburg	CMSU Max B Swisher Skyhaven	X	
111	Washington	Washington Memorial	X	
113	West Plains	West Plains Municipal	X	

Table 5-24
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports with Adequate Surface Access to Airports, Continued

Business SASP Code	Associated City	Airport	Does Meet	Does Not Meet
2	Aurora	Jerry Sumners Sr. Aurora Municipal	X	
8	Bowling Green	Bowling Green Municipal	X	
9	Brookfield/Marceline	North Central Missouri Regional	X	
11	Butler	Butler Memorial	X	
12	Cabool	Cabool Memorial	X	
18	Caruthersville	Caruthersville Memorial	X	
19	Cassville	Cassville Municipal	X	
20	Charleston	Mississippi County	X	
21	Chillicothe	Chillicothe Municipal	X	
24	Cuba	Cuba Municipal	X	
28	Eldon	Eldon Model Airpark	X	
29	Excelsior Springs	Excelsior Springs Memorial	X	
31	Festus	Festus Memorial	X	
32	Fredericktown	Fredericktown Regional	X	
33	Fulton	Elton Hensley Memorial	X	
40	Higginsville	Higginsville Industrial Municipal	X	
48	Kennett	Kennett Memorial	X	
50	Lamar	Lamar Municipal	X	
53	Lexington	Lexington Municipal	X	
56	Macon	Macon-Fower Memorial	X	
57	Malden	Malden Regional	X	
60	Marshall	Marshall Memorial Municipal	X	
61	Maryville	Northwest Missouri Regional	X	
66	Monroe City	Monroe City Regional		X
68	Monticello	Lewis County Regional	X	
71	Mountain Grove	Mountain Grove Memorial	X	
72	Mountain View	Mountain View	X	
75	New Madrid	County Memorial		X
76	Osage Beach	Grand Glaize	X	
78	Ozark	Air Park South	X	
81	Point Lookout	M Graham Clark	X	
83	Potosi	Washington County	X	
86	Rolla	Rolla Downtown	X	
90	Saint Clair	Saint Clair Regional	X	
94	Salem	Salem Memorial	X	
105	Trenton	Trenton Municipal	X	
108	Versailles	Roy Otten Memorial	X	
110	Warsaw	Warsaw Municipal	X	
114	Willow Springs	Willow Springs Memorial	X	



Chapter 5: Current System Performance





Chapter 5: Current System Performance



Table 5-24
Current Performance
Performance Measure: Economic
Benchmark: Percent of System Airports with Adequate Surface Access to Airports, Continued

Community SASP Code	Associated City	Airport	Does Meet	Does Not Meet
1	Albany	Albany Municipal	X	
3	Ava	Ava Bill Martin Memorial	X	
4	Bethany	Bethany Memorial	X	
5	Bismarck	Bismarck Memorial	X	
10	Buffalo	Buffalo Municipal		X
15	Campbell	Campbell Municipal	X	
17	Carrollton	Carrollton Memorial	X	
26	Doniphan	Doniphan Municipal		X
27	El Dorado Springs	El Dorado Springs Memorial	X	
34	Gainesville	Gainesville Memorial	X	
35	Gideon	Gideon Memorial	X	
39	Hermann	Hermann Municipal		X
41	Hornersville	Hornersville Memorial	X	
42	Houston	Houston Memorial	X	
45	Kahoka	Kahoka Municipal	X	
54	Lincoln	Lincoln Municipal	X	
55	Linn	Linn State Technical College Airport	X	
58	Mansfield	Mansfield Municipal		X
59	Marble Hill	Twin City Airpark	X	
62	Memphis	Memphis Memorial	X	
67	Montgomery City	Montgomery-Wehrman		X
70	Mount Vernon	Mount Vernon Municipal	X	
77	Osceola	Osceola Municipal	X	
80	Piedmont	Piedmont Municipal	X	
84	Princeton	Princeton-Kauffman Memorial		X
85	Richland	Richland Municipal		X
96	Shelbyville	Shelby County		X
98	Slater	Slater Memorial	X	
100	Steele	Steele Municipal	X	
101	Stockton	Stockton Municipal	X	
103	Tarkio	Gould Peterson Municipal	X	
104	Thayer	Thayer Memorial	X	
106	Unionville	Unionville Municipal		X
107	Van Buren	Bollinger Crass Memorial		X

Chapter 6: Future Airport Roles

It is essential for Missouri to have a strategy that will provide the State with a system of public airports that can support current as well as long-term air transportation and economic needs. The foundation of such a strategy includes the identification of the system of airports that is needed to best serve Missouri's anticipated population and economic center growth.

As part of the strategic planning, all public airports were initially assigned to one of four functional roles. Current roles for all public airports were determined based on a series of criteria and factors discussed in Chapter Four. When current roles were identified (Chapter Four), it was understood that current roles and future roles for some system airports could vary. Initially airports were assigned to the Commercial, Regional, Business, and Community categories.

Further analysis was done to identify the service area and projected population and economic growth to projected future demands and identify future system needs. As discussed later in this Chapter, future needs for additional Regional airports were determined.

Current Coverage

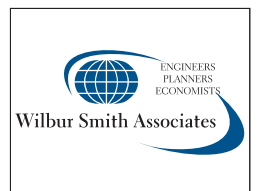
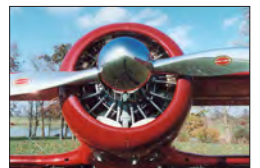
While it is not an established objective, Missouri's high density population and economic centers are important in the analysis of the current performance of the system. As such it is recognized that these centers tend to guide the process used to identify future system roles and it is recognized that need, feasibility, and other circumstances could preclude the State from completely fulfilling this objective.

According to facility and service objectives established in the Missouri State Airport System, facility objectives for Commercial and Regional airports include a runway length of at least 5,500 feet and 5,000 feet, respectively, with a non-precision approach. These facilities are indicative of an airport that is equipped to meet the needs of a full range of business and corporate aircraft.

Exhibit 6-1 depicts the location of airports that were initially assigned to the Commercial or Regional airport category. Also shown on Exhibit 6-1 are the 45-minute drive times for the Commercial and Regional airports. These same airports and those airports initially assigned to the Business category are shown on **Exhibit 6-2** with a 30-minute drive time.



Chapter 6: Future Airport Roles





Chapter 6: Future Airport Roles

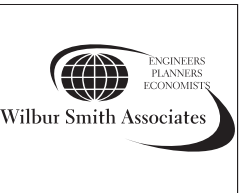
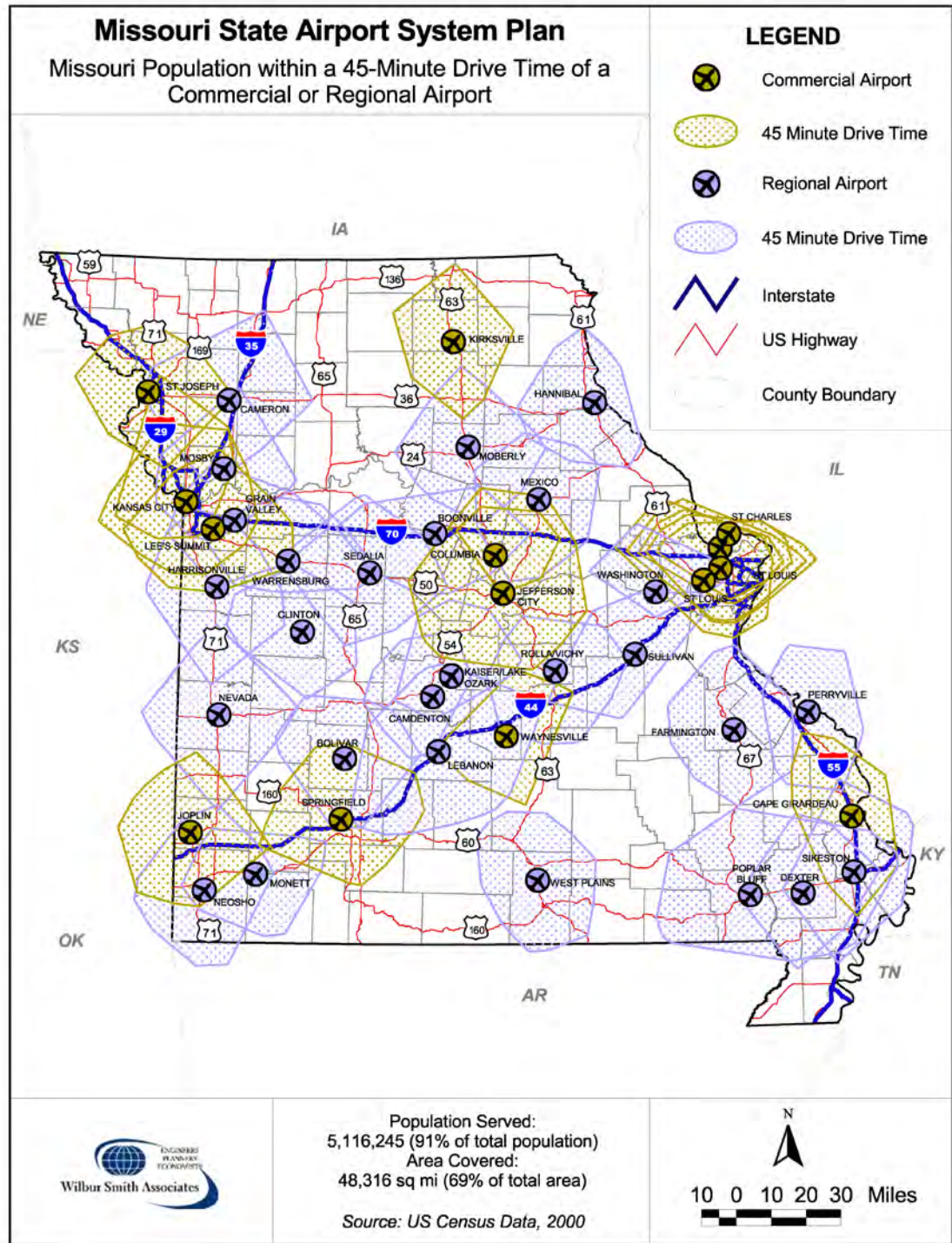


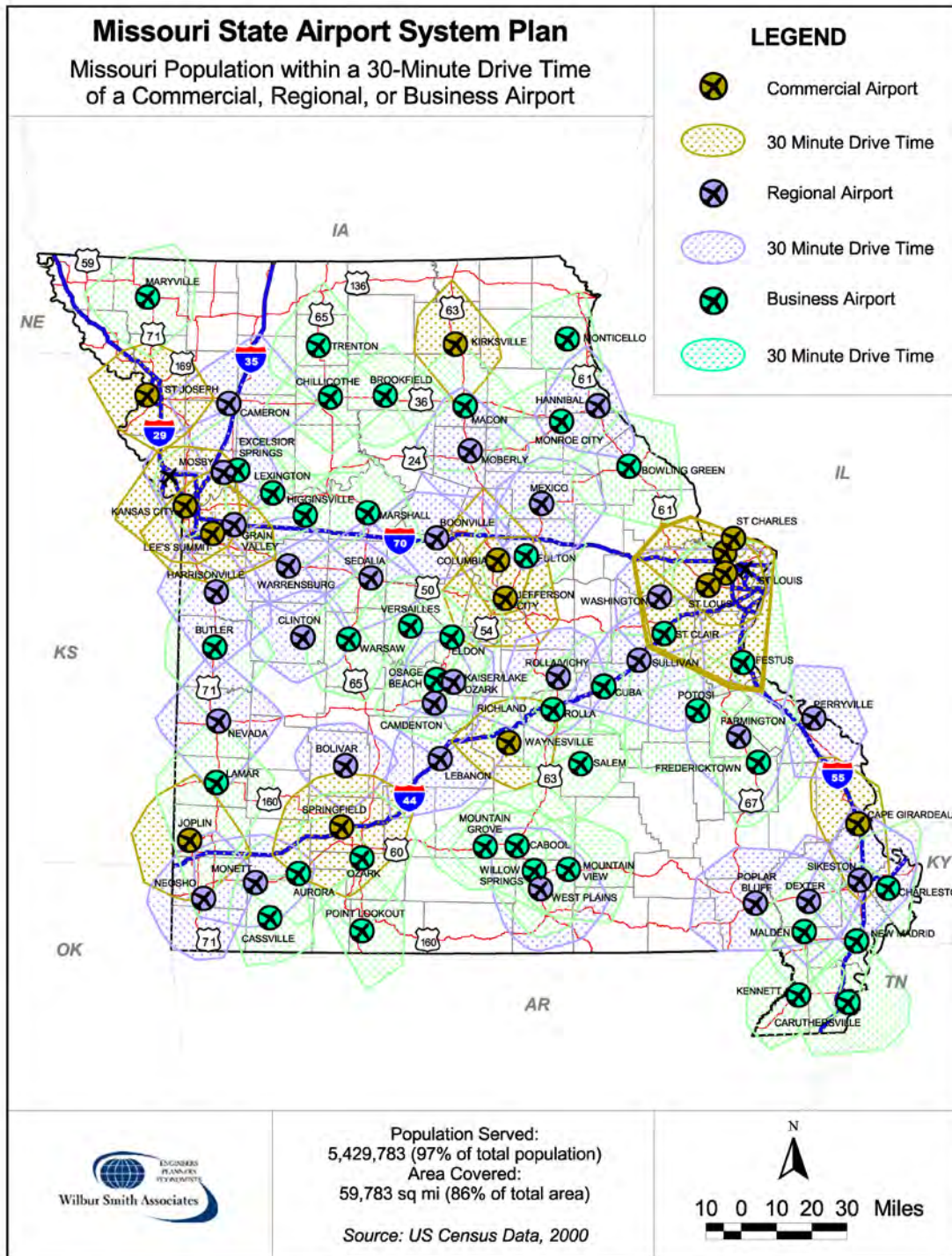
Exhibit 6-1

Missouri Population within 45-Minutes of a Commercial or Regional Airport



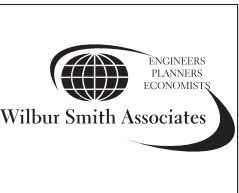


Chapter 6: Future Airport Roles





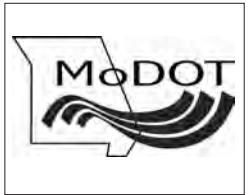
Chapter 6: Future Airport Roles



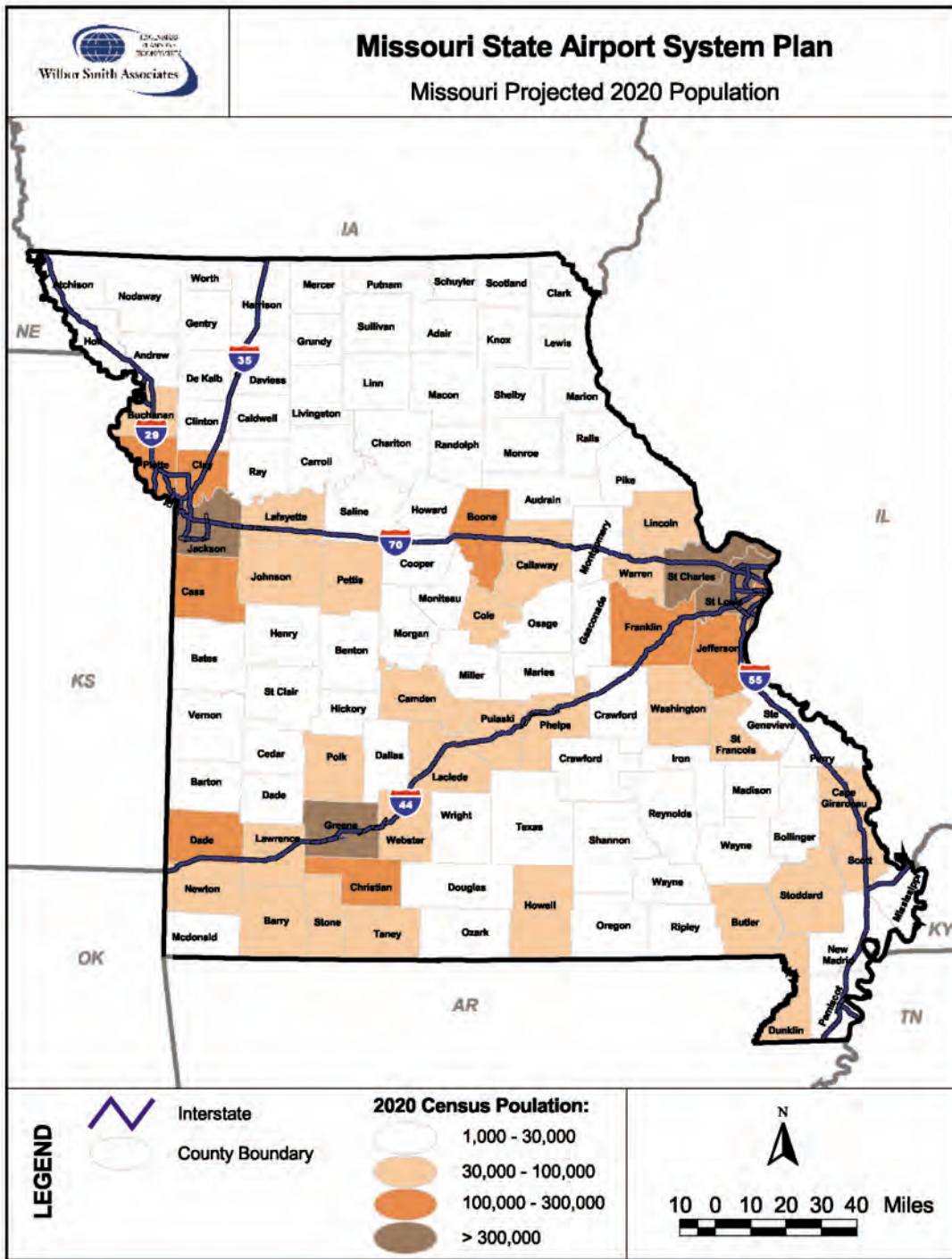
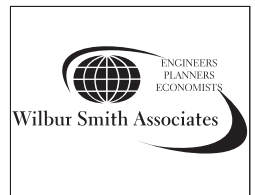
Using GIS analysis, it was determined that 91 percent of Missouri's current population is within a 45-minute drive time of at least one Commercial or Regional airport. As reflected on Exhibit 6-1, there are areas of the State that are beyond 45 minutes of an airport now included in either the Commercial or Regional classification.

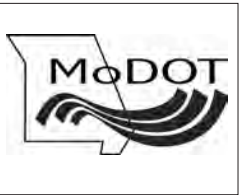
Projected State Growth

During the system planning process it is common to ensure that those areas of the state projected to have the highest rates of population and economic growth increase accessibility to the facilities and services that could be provided by either a Commercial or Regional airport. **Exhibit 6-3** reflects those counties that are expected to have the highest density in 2020. Four counties are projected to have a 2020 population greater than 300,000. Eight counties are projected to have a population between 100,000 and 300,000 persons in 2020. Projected population growth rates are also an important indicator. As shown in **Exhibit 6-4**, 22 counties are projected to experience more than 30 percent growth in population between 2000 and 2020. Almost all of the counties south of Interstate 70 are projected to see at least 7 percent growth in population during the 20-year period. As might be expected, much of Missouri's future growth will be in the existing urbanized areas and along its highway transportation corridors.



Chapter 6:
Future Airport Roles





Chapter 6:
Future Airport Roles

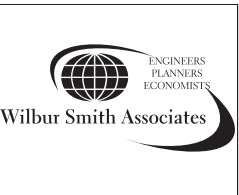


Exhibit 6-4
Missouri's Population Growth Areas

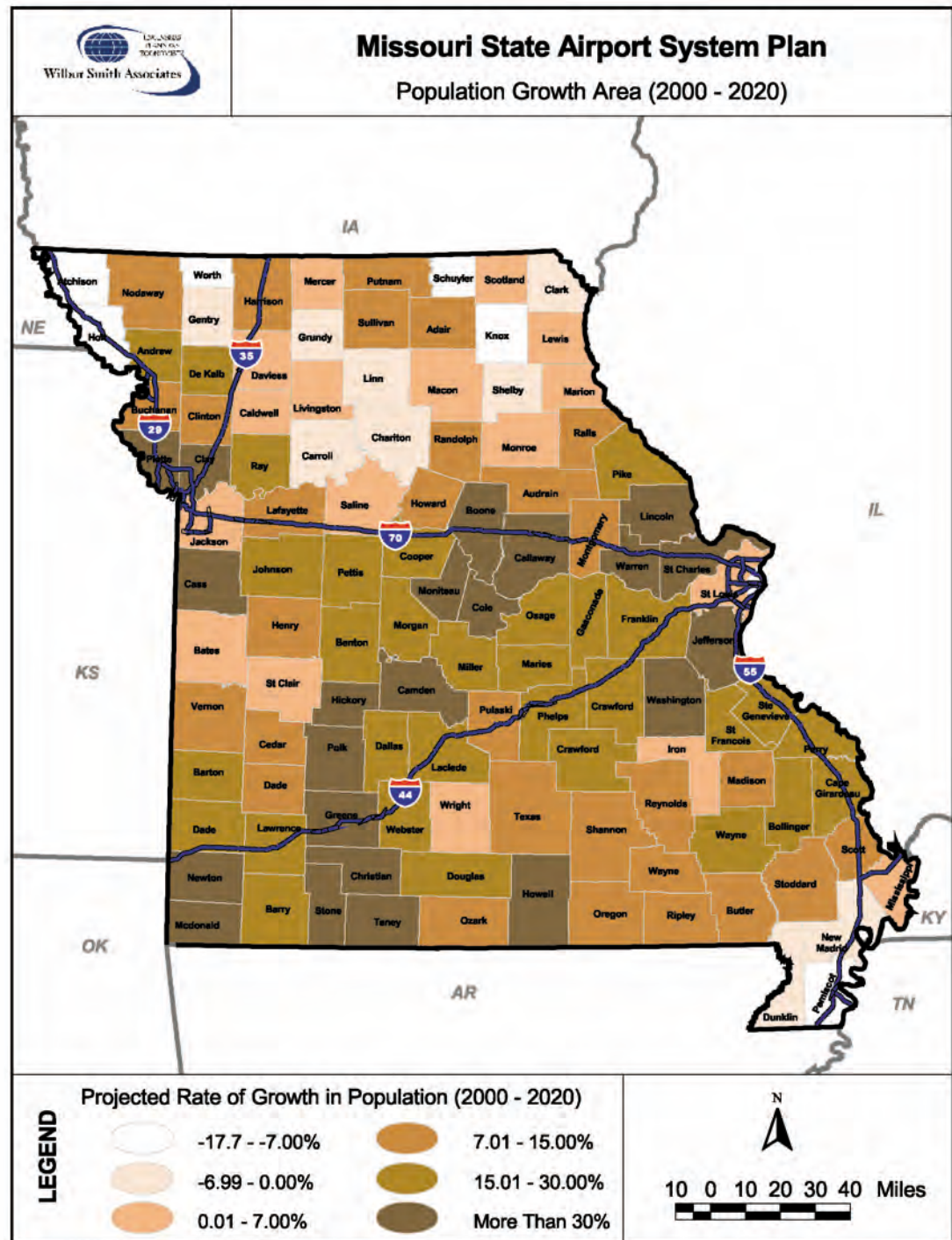
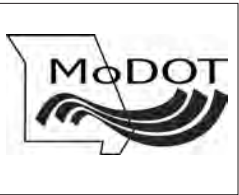


Exhibit 6-5 compares current coverage provided by the initial system of Commercial and Regional airports with the areas of projected population growth. As shown in Exhibits 6-4 and 6-5, there are several counties that are projected to experience anywhere from 7 percent to an excess of 30 percent growth in population over the next 20 years. Many of these high growth counties are currently beyond a 45-minute drive time of either a Commercial or Regional airport or are without easy access to one of Missouri's public use airports. Portions of two counties in the St. Louis area are anticipated to have a growth rate of at least 30 percent during the next 20 years are currently beyond a 45-minute drive time of either a Commercial or Regional Airport. Additionally, in southwestern Missouri, there are three counties that are not being served adequately by Commercial or Regional airports. As discussed earlier, much of Missouri's future growth will be in the existing urbanized areas and along its highway transportation corridors and it will be important for Missouri's Airport System that its airports compliment the future growth.



Chapter 6: Future Airport Roles





Chapter 6:
Future Airport Roles

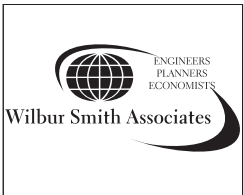
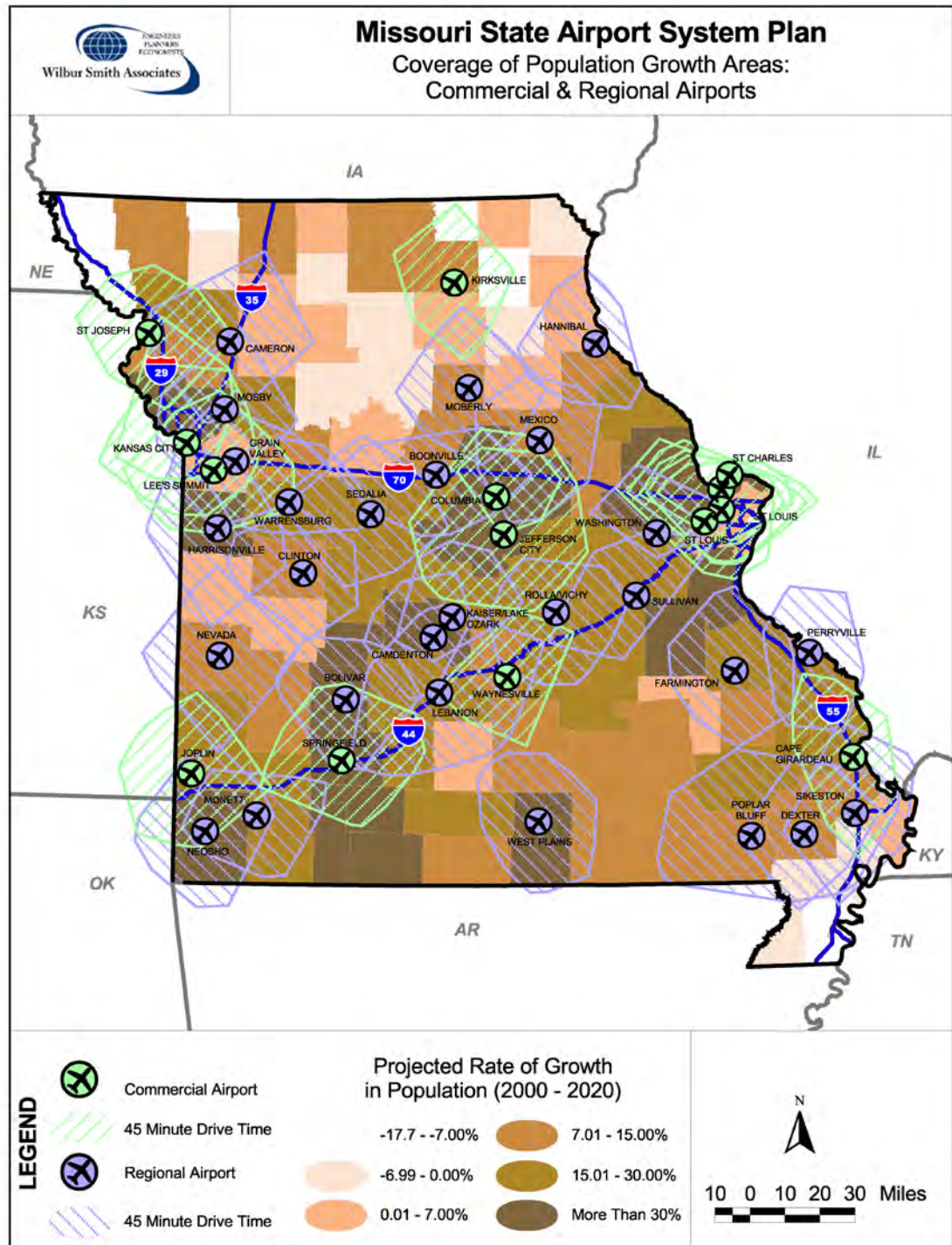


Exhibit 6-5

Coverage of Population Growth Areas: Commercial and Regional Airports



Given the financial condition of many commercial airlines and market densities in Missouri, identifying additional Commercial service airports was determined to be unrealistic at this time. Unlike general aviation airports, the development of airline service at a commercial airport cannot be realized through providing additional facilities or services at an airport. Airline service decisions are not made by airports but by the airlines themselves.

Working with the Missouri Department of Transportation's Aviation staff, each area of the State was analyzed to determine the need to recommend additional Regional airports. In some cases, additional Regional airports were identified for the system by recommending that a particular airport be "upgraded" from its existing category to the Regional category to meet projected future demand. In other instances, a new airport was recommended. New airports for the system were recommended if it was determined that an existing airport was not available or that an existing airport could not likely be upgraded to fill a system void related to the need for a Regional airport.

Future System Roles

To address coverage voids, Missouri's State Airport System Plan identified four airports that should be elevated from their current role to the Regional category. Airports that should be upgraded to Regional include: Chillicothe Municipal, Festus Memorial, Kennett Memorial, and Air Park South. These role changes are recommended to fill identified voids related to projected growth in demand and changing socioeconomic conditions in the State.

In addition to upgrading four airports to the Regional category, the need to consider one new airport in the Regional category was identified. This new airport is Branson West.

Exhibit 6-6 graphically depicts the added coverage that Missouri has the potential to gain from including these airports in the Regional category. As indicated based on current system roles, population coverage was 91 percent. With the additional Regional airports noted, population coverage would increase to 95 percent.



Chapter 6: Future Airport Roles





Chapter 6:
Future Airport Roles

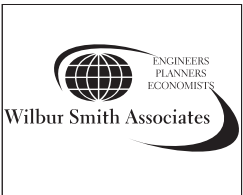
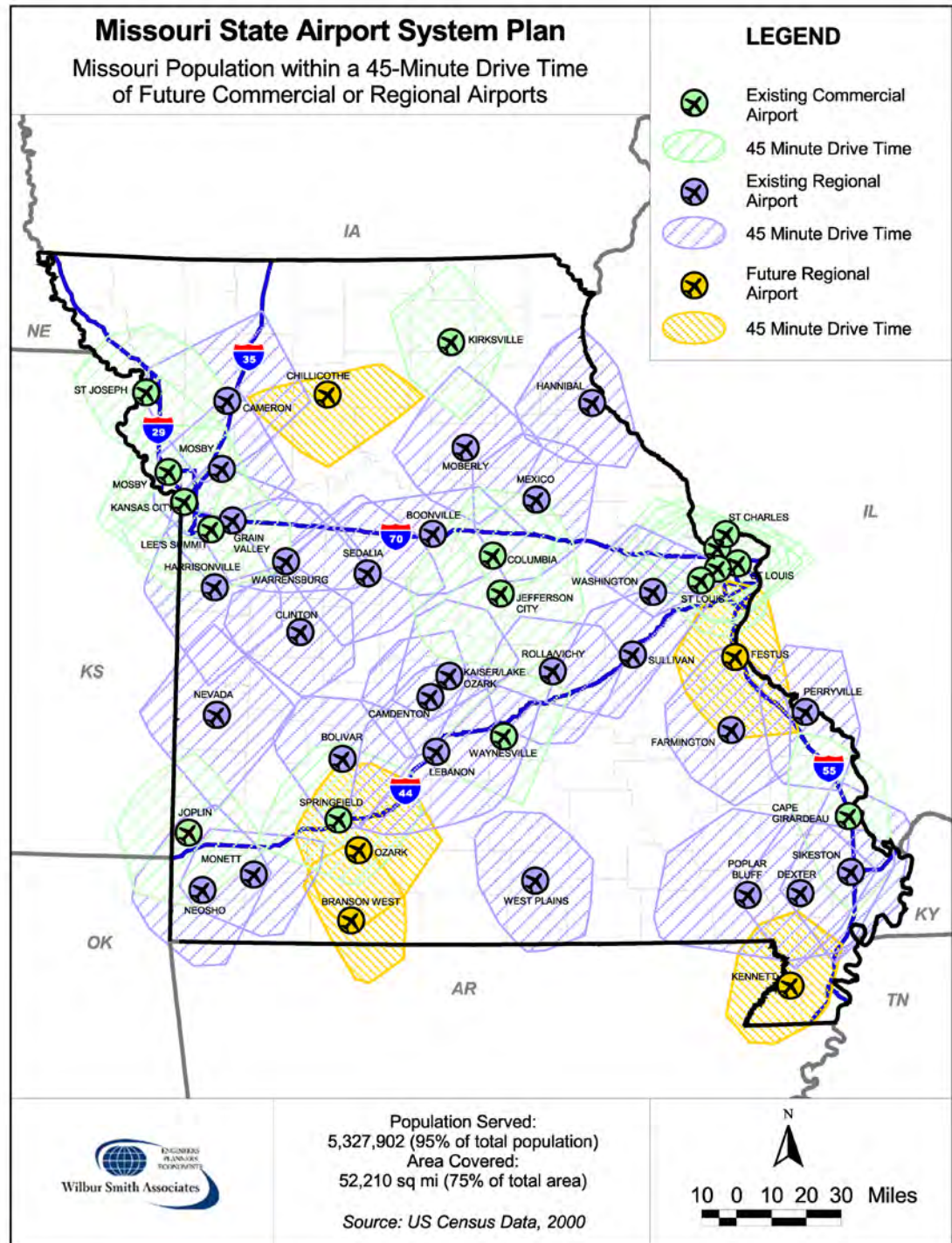


Exhibit 6-6

Missouri's Population within 45-Minutes of Future Commercial and Regional Airports



Summary of Future Airport Roles

Table 6-1 provides a summary of airport role changes recommended to ensure that Missouri has a balanced and diversified system of public airports to meet its air transportation and economic needs. As noted in this table, most airports in the Commercial, Regional, and Business airport categories are also included in the FAA's National Plan for Integrated Airport Systems (NPIAS). Inclusion in this document makes an airport eligible to compete for project funding from the Airport Improvement Program (AIP). Funds for AIP come from the Aviation Trust Fund which is 100 percent user funded.

For airports to be eligible for funding from the Federal Aviation Administration (FAA), they must be included in the National Plan of Integrated Airport Systems (NPIAS). The Field Formulation of the NPIAS dated December 4, 2000 provides guidelines for entrance of airports into the NPIAS.

As identified by the FAA, an existing publically owned airport that is currently included in an accepted State Aviation System Plan, such as the Missouri State Airport System Plan, is eligible for inclusion in the NPIAS if the following conditions are satisfied:

- ☐ The airport serves a community located at least 20 miles from the nearest existing or proposed NPIAS airport.
- ☐ The airport has at least 10 based aircraft.

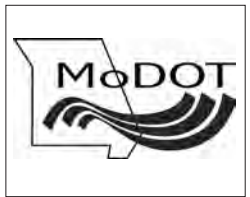
Based on these requirements an analysis was conducted that examined airports in the Regional and Business categories that are currently not in the NPIAS. Initially, each current non-NPIAS airport was identified and then the federally eligible NPIAS airport located nearest to that airport was identified. Distances and drive times from each non-NPIAS airport to its nearest federally eligible NPIAS airport were then calculated through the use of a mapping program (Microsoft Streets & Trips). Most of the Regional and Business airports not currently included in the NPIAS are less than 20 miles from an airport in Missouri that is already included in the NPIAS.

Current levels of based aircraft were also examined using information on file for each airport from this study's inventory effort, information provided by the Missouri Department of Transportation, and the FAA's Form 5010 files. As noted, airports should have more than 10 based aircraft to be considered for NPIAS inclusion.

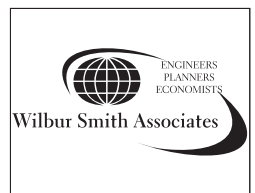
All Commercial, Regional, and Business airports in the Missouri airport system should ideally be included in the NPIAS so they are eligible for FAA Funding. Of the Regional and Business airports not in the NPIAS, the system plan makes the following recommendations:

- ☐ Based on the level of activity, ownership, and proximity to another NPIAS airport in Missouri, it is recommended that Festus Memorial and Roy Otten Memorial airports be included in the NPIAS.
- ☐ Based on the based aircraft requirements and forecasted levels of based aircraft, Monroe City Regional airport meets the minimum distance required to be included in the NPIAS and is recommended for inclusion.
- ☐ Although Willow Springs airport has the activity level and support of local businesses for their airport, a recommendation to include this airport in the NPIAS cannot be made because of the proximity to other NPIAS airports because they do not meet the minimum distance requirement of 20 miles.
- ☐ Mississippi County and Washington County airports meet the distance requirement to a NPIAS airport, but do not meet the based aircraft requirement in the forecast period in the system plan. If the activity levels increase and the airports make the request, the state may support a recommendation that these airports be included in the NPIAS.

The Missouri Department of Transportation is charged with long range planning for all modes of transportation. The State does not own and/or operate airports in the system. The Missouri State Airport System Plan is a top down analysis that still must be implemented from the bottom up. Airports in Missouri are owned and operated by a collection of cities, towns, counties, and authorities. In order for recommendations contained in this plan to be implemented, recommendations should ideally

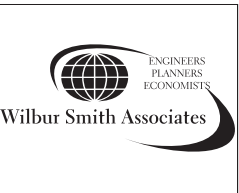


Chapter 6: Future Airport Roles





Chapter 6: Future Airport Roles



be consistent with local plans, goals, and objectives that airport sponsors have for their individual airports.

In a subsequent phase of the System Plan, facilities and services associated with each airport's future role will be compared to the airport's existing facilities and services. Actions that are desirable for each airport to best fill its future role in the Missouri airport system will be identified. It is important to note that in some instances local needs and circumstances may justify an airport developing facilities and services that are in excess of its future State Airport System role. In other instances, it is possible that individual airport sponsors and communities may not have the ability or the desire to upgrade their particular airport to provide all facilities and services identified as being desirable for their airport to fill its system role. Concluding phases of the system plan will help to provide balance between top down and bottom up planning for airports in Missouri.

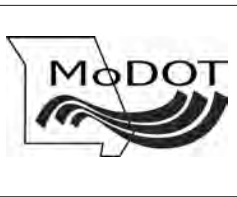
**Table 6-1
Summary of Airport Role Changes**

SASP Code	Associated City	Airport	Current Role	Future Role	FAA Role	NPIAS Airport
16	Cape Girardeau	Cape Girardeau Regional	Commercial	----	Primary	X
23	Columbia	Columbia Regional	Commercial	----	Primary	X
43	Jefferson City	Jefferson City Memorial	Commercial	----	General Aviation	X
44	Joplin	Joplin Regional	Commercial	----	Primary	X
47	Kansas City	Charles B. Wheeler Downtown	Commercial	----	Reliever	X
49	Kirksville	Kirksville Regional	Commercial	----	General Aviation	X
52	Lee's Summit	Lee's Summit Municipal	Commercial	----	Reliever	X
88	Saint Charles	Saint Charles	Commercial	----	Reliever	X
89	Saint Charles	Saint Charles County Smartt	Commercial	----	General Aviation	X
91	Saint Joseph	Rosecrans Memorial	Commercial	----	General Aviation	X
92	Saint Louis	Creve Coeur	Commercial	----	Reliever	X
93	Saint Louis	Spirit Of Saint Louis	Commercial	----	Reliever	X
99	Springfield	Springfield-Branson Regional	Commercial	----	Primary	X
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	Commercial	----	Commercial Service	X
6	Bolivar	Bolivar Municipal	Regional	----	General Aviation	X
7	Boonville	Jesse Viertel Memorial	Regional	----	General Aviation	X
13	Camdenton	Camdenton Memorial	Regional	----	General Aviation	X
14	Cameron	Cameron Memorial	Regional	----	General Aviation	X
22	Clinton	Clinton Memorial	Regional	----	General Aviation	X
25	Dexter	Dexter Municipal	Regional	----	General Aviation	X
30	Farmington	Farmington Regional	Regional	----	General Aviation	X
36	Grain Valley	East Kansas City	Regional	----	General Aviation	
37	Hannibal	Hannibal Municipal	Regional	----	General Aviation	X
38	Harrisonville	Lawrence Smith Memorial	Regional	----	General Aviation	X
46	Kaiser/Lake Ozark	Lee C Fine Memorial	Regional	----	General Aviation	X
51	Lebanon	Floyd W Jones	Regional	----	General Aviation	X
63	Mexico	Mexico Memorial	Regional	----	General Aviation	X
64	Moberly	Omar N Bradley	Regional	----	General Aviation	X
65	Monett	Monett Municipal	Regional	----	General Aviation	X
69	Mosby	Clay County Regional	Regional	----	General Aviation	X
73	Neosho	Hugh Robinson Memorial	Regional	----	General Aviation	X
74	Nevada	Nevada Municipal	Regional	----	General Aviation	X
79	Perryville	Perryville Municipal	Regional	----	General Aviation	X
82	Poplar Bluff	Poplar Bluff Municipal	Regional	----	General Aviation	X
87	Rolla/Vichy	Rolla National	Regional	----	General Aviation	X
95	Sedalia	Sedalia Memorial	Regional	----	General Aviation	X
97	Sikeston	Sikeston Memorial Municipal	Regional	----	General Aviation	X
102	Sullivan	Sullivan Regional	Regional	----	General Aviation	X
109	Warrensburg	CMSU Max B Swisher Skyhaven	Regional	----	General Aviation	X
111	Washington	Washington Memorial	Regional	----	General Aviation	X
113	West Plains	West Plains Municipal	Regional	----	General Aviation	X
New	Branson West			Regional		X
2	Aurora	Aurora Memorial Municipal	Business	----	General Aviation	X
8	Bowling Green	Bowling Green Municipal	Business	----	General Aviation	X
9	Brookfield/Marceline	North Central Missouri Regional	Business	----	General Aviation	X
11	Butler	Butler Memorial	Business	----	General Aviation	X
12	Cabool	Cabool Memorial	Business	----	General Aviation	X
18	Caruthersville	Caruthersville Memorial	Business	----	General Aviation	X
19	Cassville	Cassville Municipal	Business	----	General Aviation	X
20	Charleston	Mississippi County	Business	----	General Aviation	
21	Chillicothe	Chillicothe Municipal	Business	Regional	General Aviation	X
24	Cuba	Cuba Municipal	Business	----	General Aviation	X
28	Eldon	Eldon Model Airpark	Business	----	General Aviation	X
29	Excelsior Springs	Excelsior Springs Memorial	Business	----	General Aviation	
31	Festus	Festus Memorial	Business	Regional	General Aviation	Recommended
32	Fredericktown	Fredericktown Regional	Business	----	General Aviation	X
33	Fulton	Elton Hensley Memorial	Business	----	General Aviation	X
40	Higginsville	Higginsville Industrial Municipal	Business	----	General Aviation	X



Chapter 6: Future Airport Roles





Chapter 6: Future Airport Roles

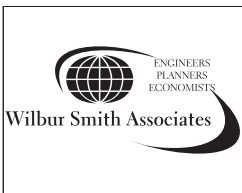


Table 6-1
Summary of Airport Role Changes, Continued

SASP Code	Associated City	Airport	Current Role	Future Role	FAA Role	NPIAS Airport
48	Kennett	Kennett Memorial	Business	Regional	General Aviation	X
50	Lamar	Lamar Municipal	Business	----	General Aviation	X
53	Lexington	Lexington Municipal	Business	----	General Aviation	Recommended
56	Macon	Macon-Power Memorial	Business	----	General Aviation	X
57	Malden	Malden Regional	Business	----	General Aviation	X
60	Marshall	Marshall Memorial Municipal	Business	----	General Aviation	X
61	Maryville	Northwest Missouri Regional	Business	----	General Aviation	X
66	Monroe City	Monroe City Regional	Business	----	General Aviation	Recommended
68	Monticello	Lewis County Regional	Business	----	General Aviation	X
71	Mountain Grove	Mountain Grove Memorial	Business	----	General Aviation	X
72	Mountain View	Mountain View	Business	----	General Aviation	X
75	New Madrid	County Memorial	Business	----	General Aviation	X
76	Osage Beach	Grand Glaize	Business	----	General Aviation	X
78	Ozark	Air Park South	Business	Regional	General Aviation	X
81	Point Lookout	M Graham Clark	Business	----	General Aviation	
83	Potosi	Washington County	Business	----	General Aviation	
86	Rolla	Rolla Downtown	Business	----	General Aviation	
90	Saint Clair	Saint Clair Regional	Business	----	General Aviation	X
94	Salem	Salem Memorial	Business	----	General Aviation	X
105	Trenton	Trenton Municipal	Business	----	General Aviation	X
108	Versailles	Roy Otten Memorial	Business	----	General Aviation	Recommended
110	Warsaw	Warsaw Municipal	Business	----	General Aviation	X
114	Willow Springs	Willow Springs Memorial	Business	----	General Aviation	
1	Albany	Albany Municipal	Community	----	General Aviation	
3	Ava	Ava Bill Martin Memorial	Community	----	General Aviation	
4	Bethany	Bethany Memorial	Community	----	General Aviation	
5	Bismarck	Bismarck Memorial	Community	----	General Aviation	
10	Buffalo	Buffalo Municipal	Community	----	General Aviation	
15	Campbell	Campbell Municipal	Community	----	General Aviation	
17	Carrollton	Carrollton Memorial	Community	----	General Aviation	
26	Doniphan	Doniphan Municipal	Community	----	General Aviation	
27	El Dorado Springs	El Dorado Springs Memorial	Community	----	General Aviation	
34	Gainesville	Gainesville Memorial	Community	----	General Aviation	
35	Gideon	Gideon Memorial	Community	----	General Aviation	
39	Hermann	Hermann Municipal	Community	----	General Aviation	
41	Hornersville	Hornersville Memorial	Community	----	General Aviation	
42	Houston	Houston Memorial	Community	----	General Aviation	X
45	Kahoka	Kahoka Municipal	Community	----	General Aviation	
54	Lincoln	Lincoln Municipal	Community	----	General Aviation	
55	Linn	Linn State Tech College	Community	----	General Aviation	X
58	Mansfield	Mansfield Municipal	Community	----	General Aviation	
59	Marble Hill	Twin City Airpark	Community	----	General Aviation	
62	Memphis	Memphis Memorial	Community	----	General Aviation	X
67	Montgomery City	Montgomery-Wehrman	Community	----	General Aviation	
70	Mount Vernon	Mount Vernon Municipal	Community	----	General Aviation	
77	Osceola	Osceola Municipal	Community	----	General Aviation	
80	Piedmont	Piedmont Municipal	Community	----	General Aviation	X
84	Princeton	Princeton-Kauffman Memorial	Community	----	General Aviation	
85	Richland	Richland Municipal	Community	----	General Aviation	
96	Shelbyville	Shelby County	Community	----	General Aviation	
98	Slater	Slater Memorial	Community	----	General Aviation	
100	Steele	Steele Municipal	Community	----	General Aviation	
101	Stockton	Stockton Municipal	Community	----	General Aviation	
103	Tarkio	Gould Peterson Municipal	Community	----	General Aviation	X
104	Thayer	Thayer Memorial	Community	----	General Aviation	
106	Unionville	Unionville Municipal	Community	----	General Aviation	
107	Van Buren	Bollinger Crass Memorial	Community	----	General Aviation	

Chapter 7: Future System Performance

Previous chapters of the Missouri State Airport System Plan (MoSASP) used specific performance measures and benchmarks to determine how well Missouri's system of public use airports is currently performing, as well as identified future roles for all airports. Based on an assessment of current system adequacies, deficiencies, and overlaps, as well as future airport roles, the System Plan set targets for future system performance. This chapter of the System Plan identifies actions that are desirable to raise the overall level of system performance as it relates to study benchmarks and related facility and service objectives. These actions will enhance the overall performance of the airport system in Missouri and will enable the system airports to better fulfill their existing and future system roles.

The responsibility for implementing projects and taking actions identified in the System Plan falls on local airport owners and sponsors. It is possible that local constraints (community, financial, physical, or environmental) may make it impossible for individual airports to meet all objectives outlined in this portion of the System Plan. Final recommendations in the Missouri State Airport System Plan will ultimately be a blend of airport initiatives and recommendations resulting from the System Plan. Final recommendations will be presented in the next chapter of the Missouri State Airport System Plan.

Chapter Five evaluated the Missouri Aviation System using a series of study-specific performance measures and benchmarks. It should be noted that data collected during the inventory in 2003 and updates to that data in June 2004 provided a solid foundation for both Chapter Five and Chapter Seven. Certain benchmarks are informational while others are action oriented. By monitoring the ability of the Missouri Aviation System to satisfy or meet each of the study benchmarks, Missouri's Department of Transportation will be able to compare and monitor current, target, and future system performance. As subsequent Federal, State, and local investments are made at airports in Missouri, it will be possible to determine how this investment has raised the overall performance of the system.

Future System Performance

This section identifies actions to elevate the performance of the Missouri Airport System relative to performance measures and related benchmarks that were adopted for use in the MoSASP. Targets for future system performance were established by the Missouri Department of Transportation in conjunction with the Project Advisory Team established for this study.

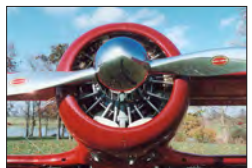
Performance Measure: Physical

For Missouri to have an adequate airport system, airports in the system must have both ample airfield and landside capacity. Steps to ensure that the system is adequately developed are summarized in this section.

Chart 7-1 presents current and target performance for the Missouri Aviation System, as it relates to the Physical Performance Measure. The Physical benchmarks relate to facility and service objectives, FAA operational capacity, pavement condition indices, RSAs, and height/hazard zoning.



Chapter 7: Future System Performance





Chapter 7: Future System Performance

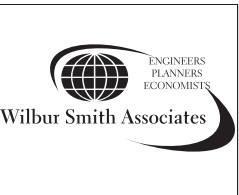
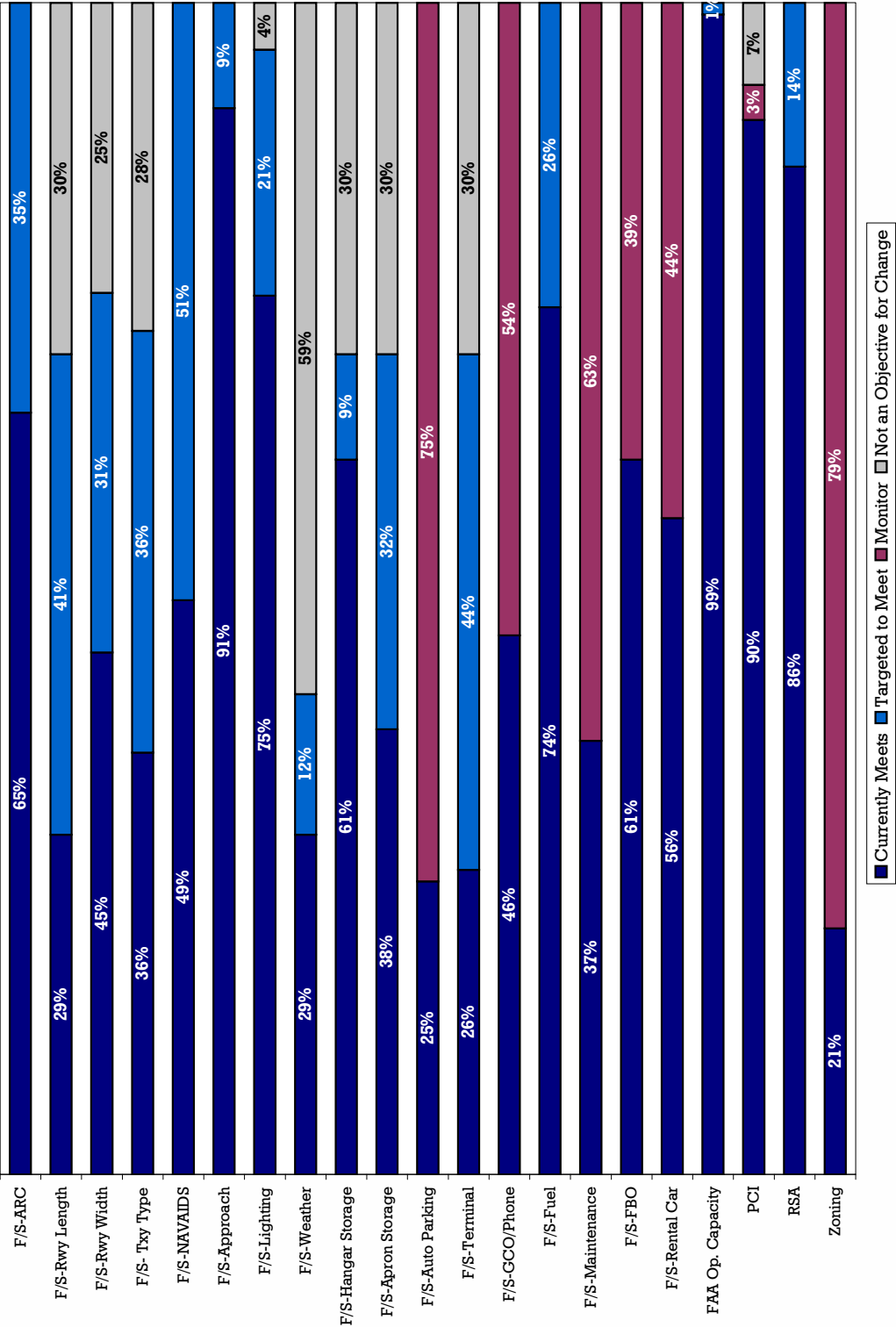


Chart 7-1
Physical Benchmarks – Current and Future Performance (Systemwide)



Note: Airports classified as "currently meets" includes all air ports that now provide/meet the applicable benchmark.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting ARC objective.

Each airport's ability to meet its applicable FAA design standards is primarily a function of the master planning process, rather than the system planning process. To assess the performance of the Missouri State Airport System Plan it was nevertheless important to evaluate the ability of the airports and the system to meet basic design standards. A target was established to have 100 percent of all system airports meet their ARC objective as discussed in Chapter 5. Based on the information gathered during the inventory process, the following airports are not meeting their ARC objective:

Airports Not Meeting their ARC Objective

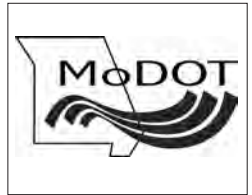
Commercial Airports (Minimum Objective = C-II)	
Lee's Summit Municipal	Saint Charles
Saint Charles County Smartt	Creve Coeur

Regional Airports (Minimum Objective = B-II)	
Clinton Memorial	Farmington Regional
Festus Memorial	East Kansas City
Kennett Memorial	Air Park South
Washington Memorial	

Business Airports (Minimum Objective = B-II)	
Aurora Memorial Municipal	Bowling Green Municipal
Butler Memorial	Cabool Memorial
Cassville Municipal	Mississippi County
Cuba Municipal	Eldon Model Airpark
Excelsior Springs Memorial	Elton Hensley Memorial
Higginsville Industrial Municipal	Lamar Municipal
Lexington Municipal	Macon-Fower Memorial
Malden Regional	Monroe City Regional
Lewis County Regional	Mountain Grove Memorial
County Memorial	Grand Glaize
M Graham Clark	Washington County
Rolla Downtown	Saint Clair Regional
Salem Memorial	Roy Otten Memorial
Warsaw Municipal	Willow Springs Memorial

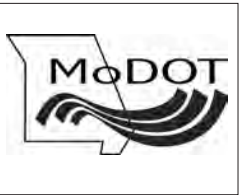
Benchmark: Percent of system airports meeting minimum facility standards: airports meeting runway length objectives.

For each airport role, the MoSASP set objectives for the length of the primary runways. The target performance set for this benchmark is to have 100 percent of all system airports meeting their respective runway length objective. Currently, 29 percent of the system airports comply with the primary runway length benchmark. It should be noted that the objective for Community airports only required the airports to maintain their existing facilities. The Commercial, Regional, and Business airports listed below do not meet their target primary runway length objectives. Also noted are the airports current runway length.

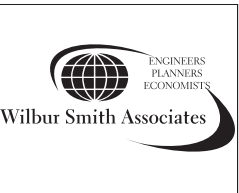


**Chapter 7:
Future System
Performance**





Chapter 7: Future System Performance



Airports Not Meeting their Primary Runway Length Objective

Commercial Airports (Minimum Objective = 5,500')	
Lee's Summit Municipal (4,015')	Saint Charles (3,451')
Saint Charles County Smartt (3,801')	Creve Coeur (4,500')

Regional Airports (Minimum Objective = 5,000')	
Bolivar Municipal (4,000')	Jesse Viertel Memorial (4,000')
Camdenton Memorial (4,000')	Cameron Memorial (4,000')
Chillicothe Municipal (3,900')	Clinton Memorial (4,001')
Dexter Municipal (4,500')	Farmington Regional (4,225')
Festus Memorial (2,202')	East Kansas City (3,500')
Hannibal Municipal (4,400')	Lawrence Smith Memorial (4,000')
Omar N Bradley (4,681')	Air Park South (2,528')
Sullivan Regional (4,500')	Max B Swisher Skyhaven (4,500')
Washington Memorial (3,281')	

Business Airports (Minimum Objective = 4,000')	
Aurora Memorial Municipal (3,002')	Bowling Green Municipal (3,204')
Cassville Municipal (3,600')	Mississippi County (3,196')
Cuba Municipal (3,420')	Eldon Model Airpark (3,300')
Excelsior Springs Memorial (2,000')	Higginsville Industrial Municipal (3,303')
Elton Hensley Memorial (3,205')	Lexington Municipal (2,925')
Lamar Municipal (2,902')	Monroe City Regional (3,516')
Macon-Fower Memorial (3,300')	Mountain Grove Memorial (3,589')
Lewis County Regional (3,500')	Grand Glaize (3,205')
County Memorial (3,202')	Rolla Downtown (3,028')
M Graham Clark (3,739')	Salem Memorial (2,999')
Saint Clair Regional (3,198')	Warsaw Municipal (3,300')
Roy Otten Memorial (2,805')	Willow Springs Memorial (3,502')

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting runway width objectives.

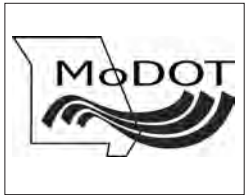
The target performance set for this benchmark is to have 100 percent of all system airports meeting their respective runway width objectives. Currently, 45 percent of all public airports currently comply with their runway width objectives. Community airports that are not included in the NPIAS are only required to maintain their existing facilities. The Commercial, Regional, and Business airports listed below do not meet their runway width objectives.

Airports Not Meeting their Runway Width Objective

Commercial Airports (Minimum Objective = 100')	
Lee's Summit Municipal	Saint Charles
Saint Charles County Smartt	Creve Coeur

Regional Airports (Minimum Objective = 75')	
Clinton Memorial	East Kansas City
Air Park South	Washington Memorial

Business Airports (Minimum Objective = 75')	
Aurora Memorial Municipal	Bowling Green Municipal
Cabool Memorial	Cassville Municipal
Mississippi County	Cuba Municipal
Excelsior Springs Memorial	Higginsville Industrial Municipal
Lamar Municipal	Lexington Municipal
Macon-Fower Memorial	Monroe City Regional
Lewis County Regional	Mountain Grove Memorial
County Memorial	Grand Glaize
Washington County	Rolla Downtown
Saint Clair Regional	Salem Memorial
Roy Otten Memorial	Warsaw Municipal
Willow Springs Memorial	



Chapter 7: Future System Performance

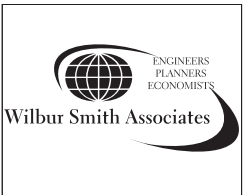
Benchmark: Percent of system airports meeting minimum facility standards: airports meeting taxiway type objectives.

Thirty-six percent of the airports in Missouri currently meet the study's taxiway type objectives. In order to meet the established study targets for this facility, all airports should meet the taxiway type objectives for their respective roles. As determined from the inventory process, the following airports are in need of projects to meet their taxiway type objectives:





Chapter 7: Future System Performance



Airports Not Meeting their Taxiway Type Objective

Commercial Airports (Minimum Objective = Full Parallel)	
Jefferson City Memorial	Waynesville Regional

Regional Airports (Minimum Objective = Full Parallel)	
Jesse Viertel Memorial	Festus Memorial
Lawrence Smith Memorial	Mexico Memorial
Omar N Bradley	Nevada Municipal
Air Park South	Perryville Municipal
West Planes Municipal	

Business Airports (Minimum Objective = Turnarounds on each RWY End)	
Aurora Memorial Municipal	Bowling Green Municipal
North Central Missouri Regional	Cabool Memorial
Cassville Municipal	Mississippi County
Cuba Municipal	Eldon Model Airpark
Excelsior Springs Memorial	Fredericktown Regional
Elton Hensley Memorial	Lamar Municipal
Lexington Municipal	Macon-Fower Memorial
Malden Regional	Marshall Memorial Municipal
Maryville Memorial	Monroe City Regional
Lewis County Regional	Mountain Grove Memorial
Mountain View	Washington County
Rolla Downtown	Saint Clair Regional
Salem Memorial	Trenton Municipal
Roy Otten Memorial	Warsaw Municipal
Willow Springs Memorial	

Community Airports (Minimum Objective = Turnarounds on each RWY End)	
Albany Municipal	Ava Bill Martin Memorial
Bethany Memorial	Bismarck Memorial
Buffalo Municipal	Campbell Municipal
Carrollton Memorial	Doniphan Municipal
El Dorado Springs Memorial	Hermann Municipal
Houston Memorial	Linn State Tech College
Mansfield Municipal	Memphis Memorial
Mount Vernon Municipal	Piedmont Municipal
Richland Municipal	Steele Municipal
Stockton Municipal	Gould Peterson Municipal
Thayer Memorial	Bollinger Crass Memorial

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting NAVAIDS objectives.

Each airport's ability to meet the NAVAIDS objective was discussed in Chapter Five. The System Plan's objective for NAVAIDS is for all airports to have 100 percent compliance with their role's objectives based on the Federal Aviation Administration's (FAA) criteria. Currently, 49 percent of the airports in Missouri meet their NAVAID objectives. Those airports that do not currently meet their objectives are listed below.

Airports Not Meeting their NAVAIDS Objective

Commercial Airports (Minimum Objective = Lighted Wind Cone, Segmented Circle, Rotating Beacon, VASI/PAPI, REILs)	
Saint Charles County Smartt	Waynesville Regional

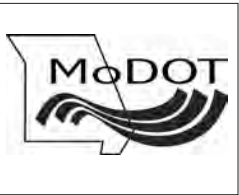
Regional Airports (Minimum Objective = Lighted Wind Cone, Segmented Circle, Rotating Beacon, VASI/PAPI, REILs)	
Lee C Fine Memorial	Saint Charles
Bolivar Municipal	Camdenton Memorial
Chillicothe Municipal	Dexter Municipal
Farmington Regional	Festus Memorial
East Kansas City	Lawrence Smith Memorial
Kennett Memorial	Floyd W Jones
Mexico Memorial	Monett Municipal
Nevada Municipal	Air Park South
Perryville Municipal	Poplar Bluff Municipal
Rolla National	Sikeston Memorial Municipal
Sullivan Regional	CMSU Max B Swisher Skyhaven
Washington Memorial	

Business Airports (Minimum Objective = Lighted Wind Cone, Segmented Circle, Rotating Beacon)	
North Central Missouri Regional	Butler Memorial
Cabool Memorial	Fredericktown Regional
Elton Hensley Memorial	Higginsville Industrial Municipal
Mountain View	County Memorial
Grand Glaize	M Graham Clark
Rolla Downtown	Saint Clair Regional
Salem Memorial	Trenton Municipal
Willow Springs Memorial	

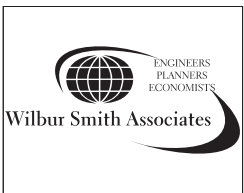


**Chapter 7:
Future System
Performance**





Chapter 7: Future System Performance



Community Airports (Minimum Objective = Lighted Wind Cone, Segmented Circle)	
Ava Bill Martin Memorial	Buffalo Municipal
Campbell Municipal	Carrollton Memorial
El Dorado Springs Memorial	Hermann Municipal
Hornersville Memorial	Kahoka Municipal
Lincoln Municipal	Linn State Tech College
Twin City Airpark	Montgomery-Wehrman
Mount Vernon Municipal	Piedmont Municipal
Slater Memorial	Shelby County
Thayer Memorial	Stockton Municipal
Gould Peterson Municipal	

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting approach objectives.

An objective was established for this benchmark for all Commercial, Regional, and Business airports to have a published approach. It is not an objective for Community airports to have a published approach. Currently, 91 percent of system airports meet their objectives. Those airports that do not currently meet their objective on having a published approach are as follows.

Airports without a Published Approach

Regional Airports (Minimum Objective = Non Precision Approach)	
Festus Memorial	East Kansas City

Business Airports (Minimum Objective = Non Precision Approach)	
Eldon Model Airpark	Higginsville Industrial Municipal
Mountain View	Washington County
Saint Clair Regional	Roy Otten Memorial
Warsaw Municipal	Willow Springs Memorial

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting lighting objectives.

Seventy-five percent of the airports in Missouri currently meet the study's lighting objectives. In order to meet the established study targets for this facility, all Commercial, Regional, and Business airports should meet their role's lighting objectives. Although it is only desired that Community airports have LIRL in place, it should be noted that 85 percent of these airports currently have either LIRL or MIRL in place today. As determined from the inventory process, the following airports are in need of projects to meet their lighting objectives:

Airports Not Meeting their Lighting Objective

Commercial Airports (Minimum Objective = MIRL/MITL)	
Saint Charles	Creve Coeur

Regional Airports (Minimum Objective = MIRL/MITL)	
Air Park South	

Business Airports (Minimum Objective = MIRL)	
Roy Otten Memorial	Bowling Green Municipal
Saint Clair Regional	Willow Springs Memorial
Excelsior Springs Memorial	Lexington Municipal
Mountain Grove Memorial	

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting weather reporting objectives.

For each airport role, the MoSASP set objectives for weather reporting at the public use airports. The target performance set for this benchmark is to have 100 percent of all Commercial and Regional airports meeting this benchmark. It is not a recommendation that Business and Community airports have this facility. The Commercial and Regional airports listed below do not meet their target weather reporting objectives.

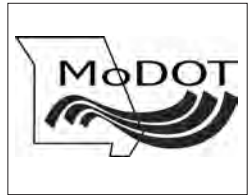
Airports without Weather Reporting

Commercial Airports (Minimum Objective = AWOS)	
Saint Charles	Creve Coeur

Regional Airports (Minimum Objective = ASOS or AWOS)	
Bolivar Municipal	Jesse Viertel Memorial
Camdenton Memorial	Cameron Memorial
Clinton Memorial	Dexter Municipal
Festus Memorial	East Kansas City
Hannibal Municipal	Kennett Memorial
Clay County Regional	Hugh Robinson Memorial
Air Park South	Perryville Municipal
Poplar Bluff Municipal	CMSU Max B Swisher Skyhaven
Washington Memorial	

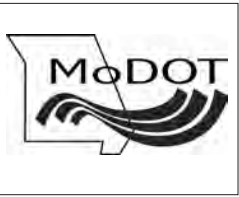
Benchmark: Percent of system airports meeting minimum facility standards: airports meeting hangar storage objectives.

Each airport's ability to meet the aircraft storage benchmark was discussed in Chapter Five. The System Plan's objective for hangar storage is for 90 percent of all Commercial, Regional, and Business airports to have their based aircraft housed in some sort of covered storage facility. The ability of the system airports to meet this particular facility objective, both now and by the last forecast milestone (2022) is shown in **Table 7-1**. (Note: All tables are presented at the end of this chapter.) Hangar storage

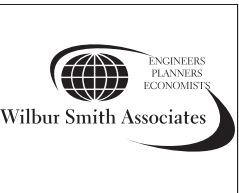


Chapter 7: Future System Performance





Chapter 7: Future System Performance



needs were determined by examining each airport's current and future level of based aircraft, then applying their respective objective discussed in Chapter Five. Currently, 61 percent of system airports meet their hangar storage objective. It should be noted that Community airports are required only to maintain their existing facilities.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting aircraft parking objectives.

Thirty-eight percent of the airports in Missouri currently meet the study's aircraft parking objectives. In order to meet the established study targets for this objective, 75 percent of all Commercial, Regional, and Business airports should have sufficient aircraft parking to meet their objective, as established in this study, throughout the 20-year planning period. Table 7-1 also presents aircraft parking needs for each airport in the system based on the airport's current and future needs. Community airports should maintain their existing aircraft parking facilities.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting auto parking objectives.

The Missouri State Airport System Plan also evaluated system airports for their ability to provide adequate auto parking related to general aviation activity. Facility and service objectives established by the System Plan call for Commercial and Regional airports to provide a number of auto parking spaces equal to 100 percent of the number of based aircraft plus an additional 50 percent of employees/visitors. Business airports are to provide a number of auto parking spaces equal to 100 percent of the number of based aircraft plus an additional 25 percent for employees/visitors and Community airports are only required to maintain their existing auto parking spaces. In addition to presenting hangar storage and aircraft parking storage, Table 7-1 also presents the auto parking needs for each airport based on current and future need. Currently, 25 percent of system airports meet their auto parking objectives. The System Plan did not set a target objective for the system and will instead monitor the auto parking situation to show how this percentage increases or decreases over time.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting terminal/administrative building objectives.

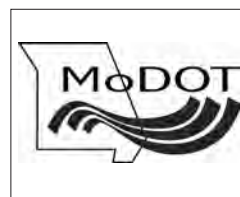
Twenty-six percent of the airports in Missouri meet the study's terminal/administrative building objectives. In order to meet the established study targets for this facility, 50 percent of all Commercial, Regional, and Business airports should meet their role's terminal objectives. As determined from the inventory process, the following airports are in need of projects to meet their terminal/administrative building objectives

Airports Not Meeting their Terminal/Administrative Building Objective

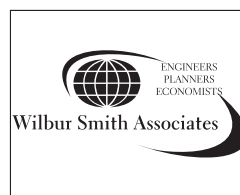
Commercial Airports (Minimum Objective = 2,500 sq ft w/appropriate facilities)	
Spirit of Saint Louis	Waynesville Regional

Regional Airports (Minimum Objective = 2,500 sq ft w/appropriate facilities)	
Lee C Fine Memorial	Saint Charles
Jesse Viertel Memorial	Cameron Memorial
Chillicothe Municipal	Clinton Memorial
Dexter Municipal	Farmington Regional
Festus Memorial	Hannibal Municipal
Kennett Memorial	Huge Robinson Memorial
Mexico Memorial	Air Park South
Nevada Municipal	Sedalia Memorial
Rolla National	Washington Memorial
Sikeston Memorial Municipal	West Plains Municipal

Business Airports (Minimum Objective = 1,500 sq ft w/appropriate facilities)	
North Central Missouri Regional	Butler Memorial
Cabool Memorial	Caruthersville Memorial
Cassville Municipal	Mississippi County
Cuba Municipal	Eldon Model Airpark
Excelsior Springs Memorial	Fredericktown Regional
Elton Hensley Memorial	Macon-Fower Memorial
Maryville Memorial	Monroe City Regional
Lewis County Regional	Mountain Grove Memorial
County Memorial	Washington County
Salem Memorial	Saint Clair Regional
Willow Springs Memorial	Roy Otten Memorial



Chapter 7: Future System Performance

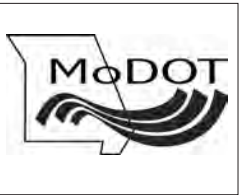


Benchmark: Percent of system airports meeting minimum facility standards: airports meeting ground communications objectives.

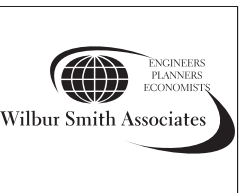
Airports with a phone or ground communication outlet (GCO) provide a valuable service to pilots. Currently, 46 percent of all system airports report having a public phone, GCO, or both. All airports in Missouri should have at least a phone; however, a target was not set to meet this objective. The System Plan will track this benchmark to show how this percentage increases or decreases over time.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting fuel objectives.

Seventy-four percent of the airports in Missouri currently meet the study's fuel objectives. In order to meet the established study targets for this facility, 90 percent of all airports should meet their role's fuel objectives. As determined from the inventory process, the following airports do not currently meet their fuel objective:



Chapter 7: Future System Performance



Airports Not Meeting their Fuel Objective

Commercial Airports (Minimum Objective = AvGas & Jet A)	
Saint Charles	Saint Charles County Smartt

Regional Airports (Minimum Objective = AvGas & Jet A)	
Cameron Memorial	Farmington Regional
Festus Memorial	Hannibal Municipal
Air Park South	Washington Memorial

Business Airports (Minimum Objective = AvGas)	
North Central Missouri Regional	Rolla Downtown

Community Airports (Minimum Objective = AvGas)	
Ava Bill Martin Memorial	Bethany Memorial
Buffalo Municipal	Campbell Municipal
Carrollton Memorial	Doniphan Municipal
Gainesville Memorial	Gideon Memorial
Hermann Municipal	Hornersville Memorial
Kahoka Municipal	Lincoln Municipal
Linn State Tech College	Mansfield Municipal
Osceola Municipal	Princeton-Kauffman Memorial
Richland Municipal	Shelby County
Slater Memorial	Unionville Municipal
Bollinger Crass Memorial	

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting maintenance objectives.

Aircraft maintenance and repair is often an important service for a healthy airport system. It is not an objective for Community airports to provide on-site aircraft maintenance. Currently, 37 percent of airports in Missouri report having on-site maintenance available. Target service objectives were not established in the System Plan to have maintenance available. Since target objectives were not established, this information will be tracked over time to see the increases or decreases in activity.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting FBO objectives.

Similar to aircraft maintenance, having a fixed base operator (FBO) is an important service airports can provide. Currently, 61 percent of airports in Missouri report having an FBO. Target service objectives were not established in the System Plan for the FBO objective. Since target objectives were not established, this information will be tracked over time to see the increases or decreases in activity.

Benchmark: Percent of system airports meeting minimum facility standards: airports meeting rental car/loaner car service objectives.

By having rental cars or loaner cars available, airports help to provide another mode of transportation for their users. Currently, 56 percent of system airports meet this benchmark. It is not an objective for

Community airports to meet this objective. The System Plan has not established target objectives for meeting rental car/loaner car objectives; however, this information will be tracked over time to see the increases and decreases in activity.

Benchmark: Percent of system airports meeting FAA operational capacity guideline objectives.

As discussed in Chapter Five, operational delays are undesirable at any airport and within any airport system. When demand/capacity ratios exceed critical FAA targets, an array of options may be considered to address potential operational capacity shortfalls. These options generally fall into the following categories:

- Provide additional airfield facilities to increase the annual operational capacity at the capacity constrained airport;
- Rely on other existing, but under-utilized airports in the vicinity of the capacity constrained airport to manage demand;
- Address the capacity shortfall by adding new airports to the system; and
- Accept the capacity shortfall and recognize it as a deficiency in the future system.

In order to meet the established study targets for this benchmark, all system airports should meet FAA operational capacity guidelines. Using inventory data and projected based aircraft data from Chapters Two and Three, operational capacity was analyzed for the future. Those airports that are projected to be operating in excess of 60 percent of their annual operational capacity (using annual service volume or ASV) are Charles B Wheeler Downtown, Lee's Summit Municipal, and Spirit of Saint Louis at 67 percent, 84 percent, and 72 percent, respectively. It should also be noted that Springfield-Branson Regional Airport will be nearing the 60 percent threshold with a projected operational capacity of 51 percent in 2022.

Benchmark: Percent of system airports with adequate PCI ratings.

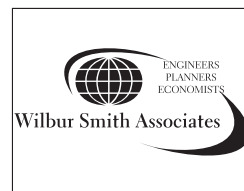
Pavement preservation is essential throughout the system in order to maintain the functionality of the airports and to minimize long-term pavement reconstruction costs. The MoSASP has identified a pavement condition of "fair" as an objective for all paved primary runways and currently 90 percent of all system airports meet this benchmark.

Due to there being no actual PCI evaluations at the onset of the MoSASP, target service objectives were not established in the System Plan to have a specific PCI index number. However, since the Study was initiated in 2003, MoDOT-Aviation Section has funded a pilot program for *Airport Pavement Condition*. This program began with the analysis of five airports and within the last year has expanded to two additional phases and totalling 66 System Airports. As of September 25, 2005 the 66 airports have undergone PCI evaluations for their runways, taxiways, and aprons.

As previously mentioned, it is the objective of MoSASP to have all primary runways in "fair" condition. When this is translated to a PCI evaluation, typically a PCI index of 70 or greater is desired. Based on the 66 airports already evaluated, 78 percent have a PCI of 70 or greater and are shown on the following page with their corresponding PCI:

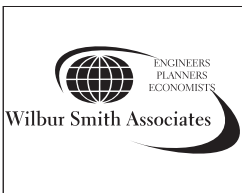


**Chapter 7:
Future System
Performance**





Chapter 7: Future System Performance



Airports with PCI Evaluations

Commercial Airports

Jefferson City Memorial (86)	Saint Charles (86)
Lee C Fine Memorial (84)	Creve Coeur (98)
Kirkville Regional (80)	Spirit Of Saint Louis (99)

Regional Airports

Cameron Memorial (91)	Monett Municipal (96)
Chillicothe Municipal (80)	Hugh Robinson Memorial (74)
Clinton Memorial (77)	Nevada Municipal (71)
Dexter Municipal (80)	Perryville Municipal (83)
Farmington Regional (96)	Poplar Bluff Municipal (81)
Festus Memorial (8)	Rolla National (74)
Lawrence Smith Memorial (80)	Sedalia Memorial (83)
Kennett Memorial (98)	Sikeston Memorial Municipal (61)
Floyd W Jones (75)	Sullivan Regional (94)
Mexico Memorial (98)	CMSU Max B Swisher Skyhaven (85)
Omar N Bradley (96)	West Plains Municipal (59)

Community Airports

Hermann Municipal (92)	Piedmont Municipal (72)
Houston Memorial (99)	Gould Peterson Municipal (97)
Linn State Technical College Airport (97)	Thayer Memorial (97)
Memphis Memorial (86)	

Business Airports

Jerry Sumners Sr. Aurora Municipal (98)	Marshall Memorial Municipal (64)
Butler Memorial (63)	Northwest Missouri Regional (95)
Cabool Memorial (53)	Monroe City Regional (83)
Caruthersville Municipal (100)	Lewis County Regional (95)
Cassville Municipal (80)	Moutain Grove Memorial (63)
Mississippi County (59)	Moutain View (73)
Cuba Municipal (87)	County Memorial (66)
Eldon Model Airpark (98)	Grand Glaize (89)
Fredericktown Regional (87)	Washington County (100)
Elton Hensley Memorial (58)	Saint Clair Regional (67)
Higginsville Industrial Municipal (91)	Salem Memorial (74)
Lamar Municipal (91)	Trenton Municipal (86)
Macon-Power Memorial (76)	Roy Otten Memorial (63)
Malden Regional (72)	Willow Springs Memorial (36)

Since targets were not established, this data will need to be tracked over time and added to in order to see the increases or decreases in pavement conditions across the State.

Benchmark: Percent of system airports meeting FAA runway safety standards objectives.

To make all system airports 100 percent compliant with this benchmark, all system airports should have RSAs on their primary runways that meet applicable FAA airport design standards. Currently, 86 percent of system airports' runway ends meet the RSA benchmark. It is important to note that the analysis of RSAs conducted as part of the MoSASP considered current runway lengths and approach capabilities. Should any system airports pursue improved approaches or longer runways in the future, it would be important to ensure that any requirements for more demanding RSA dimensions be considered in the planning and design of these projects. At a minimum and prior to any further airport improvements, the following airports require projects to make the system 100 percent compliant with the RSA benchmark:

Airports Not Meeting their RSA Objective

Commercial Airports (Minimum Objective = C-II RSA- 500' x 600')	
Lee's Summit Municipal	Saint Charles Municipal
Creve Coeur	

Regional Airports (Minimum Objective = B-II RSA - 150' x 300')	
Nevada Municipal	Poplar Bluff Municipal

Business Airports (Minimum Objective = B-II RSA - 150' x 300')	
Excelsior Springs Memorial	Bowling Green Municipal
Cabool Memorial	Cassville Municipal

Benchmark: Percent of system airports meeting height/hazard zoning.

Ideally, all municipalities that have land use authorities and that border the existing 114 public airports in Missouri should take action to promote land use that is "airport friendly" by having height/hazard zoning in place. It should be noted that upon development and construction, a new airport should also have appropriate height/hazard zoning. Information for this benchmark was obtained directly from the airports and not from municipalities that border each of the airports. Currently, 21 percent of all system airports report having both height and hazard zoning in place within their communities. Target service objectives were not established in the System Plan to meet this benchmark. Since target objectives were not established, this information will be tracked over time to see the increases or decreases in activity.

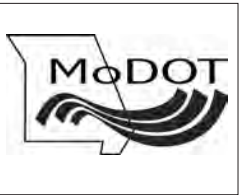
Performance Measure: Economic Support

The Missouri State Airport System Plan should support Missouri's economy. **Charts 7-2 and 7-3** summarize the system's ability to meet each of the benchmarks considered as part of the Economic Support Performance Measure. The percent of system airports providing coverage to economic trade centers, serving business user needs, and supporting maintenance are informational benchmarks, and no additional actions are recommended as they relate to increasing system performance. Additional actions are recommended in order to reach targets set for the remaining jet fuel benchmark.



Chapter 7: Future System Performance





Chapter 7: Future System Performance

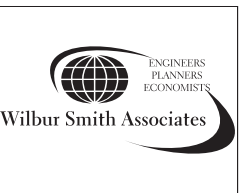


Chart 7-2

Economic Support Benchmarks – Current and Future Performance (Systemwide)

Population w/I 30-min of an airport meeting business user needs

71%

14%

15%

Economic Trade Centers w/I 30-min of Commercial or Regional Airport

90%

1%

9%

■ Currently Within 30-min ■ Targeted To Be Within 30-min ■ Beyond 30-min

Chart 7-3

Economic Support Benchmarks – Current and Future Performance (Systemwide)

Airports with Jet Fuel

37%

9%

54%

Airports Supporting Aircraft Maintenance

37%

63%

■ Currently Meets ■ Targeted to Meet ■ Monitor ■ Not an Objective for Change

Benchmark: Percent of Missouri's economic/trade centers within a 30-minute drive time of a Commercial or Regional airport.

Facilities and services that Commercial and Regional airports provide are important to Missouri's workforce and businesses. Currently, nearly all of Missouri's economic/trade centers are within a 30-minute drive time of either a Commercial or Regional airport. As discussed in Chapter Six, several additional Regional airports were recommended as part of the MoSASP. These additional Regional airports are a mix of airports elevated from the Business category and new airports. If these additional airports are developed to meet facility and service objectives for Regional airports and the new airport is developed, Missouri's coverage from Commercial and Regional airports would completely encompass all of Missouri's economic/trade centers, providing people within these centers excellent access to business-class airport facilities.

Benchmark: Percent of Missouri's population within a 30-minute drive time of an airport meeting business user needs.

Due to the correlation between business needs and demand for aviation, it is important that Missouri's population have easy access to airports which have services such as longer runway lengths, jet fuel, and an instrument approach. Analysis completed in Chapter Five showed that 71 percent of the State's population is within a 30-minute drive time of an airport providing these services. As previously

discussed, several additional Regional airports were recommended. If these five additional airports are included in the Regional role, Missouri's coverage of population by airports meeting business user needs would increase to 85 percent.

Benchmark: Percent of system airports with jet fuel.

Airports in Missouri are transportation, vital services, and economic resources to the State and the communities they serve. By providing jet fuel, airports can support a wider range of users, including business fliers. At Business and Community airports, providing jet fuel is not an objective. Based on facility and service objectives set forth in the Missouri State Airport System Plan, the following airports should ideally have jet fuel to best meet their system roles:

Airports Without Jet Fuel

Commercial Airports	
Saint Charles	Saint Charles County Smartt

Regional Airports	
Cameron Memorial	Chillicothe Municipal
Farmington Regional	Festus Memorial
Hannibal Municipal	Air Park South
Washington Memorial	

Benchmark: Percent of system airports supporting aircraft maintenance.

Aircraft maintenance and repair is often an important service for a healthy airport system. Currently, 37 percent of all system airports currently meet this benchmark. Service objectives established in the System Plan call for Commercial, Regional, and Business airports to have at least some type of aircraft maintenance service available. It is not an objective for Community airports to provide on-site aircraft maintenance. The System Plan has not established target objectives for meeting aircraft maintenance objectives; however, this information will be tracked over time to see the increases and decreases in activity.

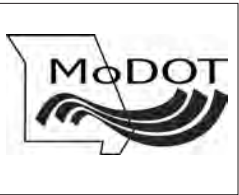
Performance Measure: Accessibility

In order for Missouri to have an adequate system of public airports, the system should be accessible from both the ground and the air. **Chart 7-4** presents current compliance, as well as target objectives for the Missouri State Airport System Plan, as they relate to the Accessibility Performance Measure. Chapter Five of the System Plan used a series of accessibility benchmarks to evaluate the system's current performance. These benchmarks relate to population coverage by system airports, weather reporting, surface access, and instrument approaches.



Chapter 7: Future System Performance





Chapter 7: Future System Performance

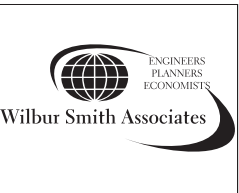
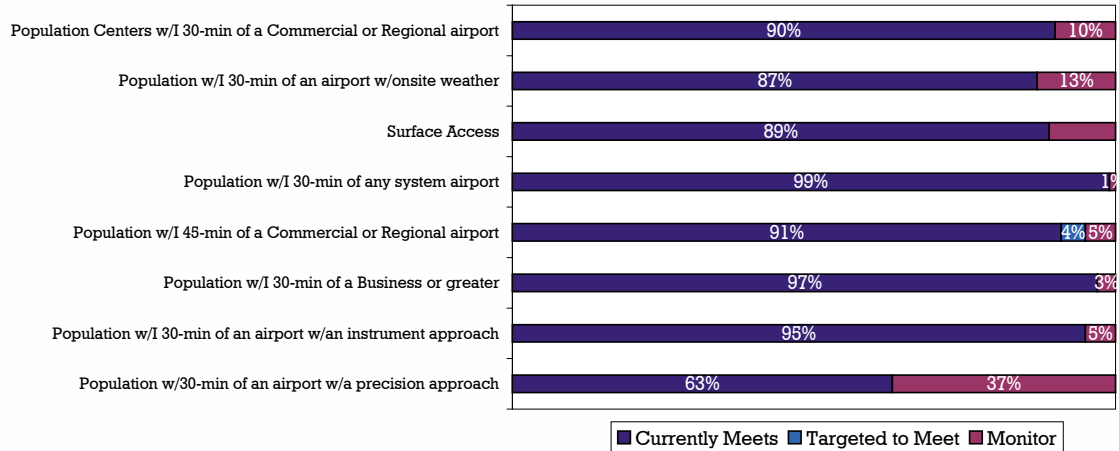


Chart 7-4

Accessibility Benchmarks – Current and Future Performance (Systemwide)



Benchmark: Percent of population centers within a 30-minute drive time of a Commercial or Regional Airport.

The adequacy and deficiencies analysis revealed that the existing Missouri aviation system serves the majority of the State's population centers. The System Plan also identified the need to provide additional Regional airports to serve areas of Missouri that are expected to have higher rates of population growth. These additional five Regional airports will be the result of airports being upgraded from the Business category and a new airport previously discussed. If these changes are made to the system, the State's population centers within a 30-minute drive time from a Commercial or Regional airport will increase to provide more than adequate coverage.

Benchmark: Percent of Missouri's population within a 30-minute drive time of an airport with on-site weather reporting equipment.

According to analysis conducted as part of the System Plan, 87 percent of all of Missouri's population is now within a 30-minute drive time of an airport that has an ASOS, AWOS, or ATCT. Facility and service objectives established for the System Plan call for all Commercial and Regional airports to have one of these systems in place. To meet this objective the following airports should ideally have either an ASOS or AWOS:

Airports Without On-Site Weather Reporting Equipment

Commercial Airports	
Saint Charles	Creve Coeur

Regional Airports	
Bolivar Municipal	Jesse Viertel Memorial
Camdenton Memorial	Cameron Memorial
Clinton Memorial	Dexter Municipal
Festus Memorial	East Kansas City
Hannibal Municipal	Kennett Memorial
Clay County Regional	Hugh Robinson Memorial
Air Park South	Perryville Municipal
CMSU Max B Swisher Skyhaven	Washington Memorial

Benchmark: Percent of system airports with adequate surface access to airport.

Based on data provided by the airports during the inventory process and MoDOT, it is estimated that 89 percent of all system airports are within close proximity of either a 4-lane or 2-lane paved road. The System Plan has not established target objectives for meeting surface access objectives; however, this information will be tracked over time to see the increases and decreases in activity.

Benchmark: Percent of Missouri's population within 30-minutes of any system airport.

When the Federal Aviation Administration (FAA) formulates the National Plan for Integrated Airport Systems (NPIAS), a goal of having an airport within 30 minutes of all system users serves as a guideline. The System Plan determined that currently, an estimated 99 percent of all of Missouri's population is within a 30-minute drive time of at least one public airport in the Missouri system. In some cases, access to more than one system airport within 30 minutes is afforded by the existing system. In Chapter Six, the System Plan identified one additional new airport. This additional airport results in a very minor change in percent of Missouri's population within a 30-minute drive time of any system airport.

Benchmark: Percent of Missouri's population within 45-minutes of a Commercial or Regional Airport.

Prior analysis indicated that 91 percent of Missouri's population is currently within 45 minutes of either a Commercial or Regional airport. The System Plan identified the need to provide additional Regional airports to serve areas of Missouri that are expected to have higher rates of population and economic growth. In all, the System Plan identified that it was desirable to have 5 additional Regional airports. These additional Regional airports will be the result of airports being upgraded from the Business category and a new airport previously discussed. If these changes are made to the system, population within a 45-minute drive time from a Commercial or Regional airport will increase from 91 to 95 percent.

Benchmark: Percent of Missouri's population within 30-minutes of a Business Airport.

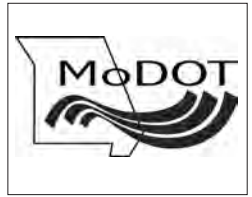
Currently, 97 percent of Missouri's population is within 30 minutes of a Business airport. It should be noted that the Commercial and Regional airports are included in this analysis because they inherently provide the same services as Business airports. With the additional Regional airports being added to the system, coverage for this benchmark is targeted to remain the same.

Benchmark: Percent of Missouri's population within 30-minutes of an airport with any instrument approach.

Facility and service objectives for the Missouri State Airport System Plan call for Commercial, Regional, and Business airports to have at least one published approach. Review of system airports shows that less than 20 percent of airports in these categories currently do not have a published approach. In order to elevate the performance of the system as it relates to this benchmark, these 11 airports should have at least a non-precision approach developed for one runway end. An estimated 95 percent of Missouri's population is already within a 30-minute drive time of an airport that has some type of non-precision approach. If the additional 11 airports obtain a non-precision approach, the population coverage for this benchmark will increase slightly.

Benchmark: Percent of Missouri's population within 30-minutes of an airport with a precision approach.

Currently, 63 percent of Missouri's population is within a 30-minute drive time of an airport with a precision approach. While it is not an objective of the System Plan for any public airport to have a published precision approach, it is desired that Commercial airports have one. Currently, eight of the Commercial airports have a precision approach.



Chapter 7: Future System Performance





Chapter 7: Future System Performance

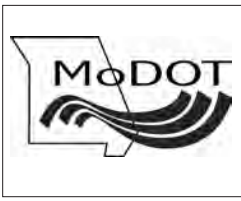


Table 7-1

Future Performance

Performance Measure: Physical

Benchmark: Airports Meeting Minimum Facility Standards - Hangar Storage, Apron Spaces, and Auto Parking Spaces

Commercial		Airport	Hangar Spaces Needed	Apron Spaces Needed	Auto Parking Spaces Needed
SASP Code	Associated City				
16	Cape Girardeau	Cape Girardeau Regional	None	None	None
23	Columbia	Columbia Regional	Provide 4 add'l hangar spaces	Provide 28 add'l apron spaces	None
43	Jefferson City	Jefferson City Memorial	Provide 1 add'l hangar space	None	None
44	Joplin	Joplin Regional	Provide 23 add'l hangar spaces	Provide 95 add'l apron spaces	None
47	Kansas City	Charles B. Wheeler Downtown	Provide 113 add'l hangar spaces	Provide 322 add'l apron spaces	None
49	Kirkville	Kirkville Regional	None	Provide 35 add'l apron spaces	Provide 36 add'l auto spaces
88	Saint Charles	Saint Charles	Provide 34 add'l hangar spaces	Provide 156 apron spaces	Provide 223 auto spaces
89	Saint Charles	Saint Charles County Smartt	Provide 16 add'l hangar spaces	Provide 55 add'l apron spaces	Provide 93 add'l auto spaces
91	Saint Joseph	Rosecrans Memorial	None	Provide 55 add'l apron spaces	Provide 14 add'l auto spaces
92	Saint Louis	Creve Coeur	Provide 134 add'l hangar spaces	Provide 323 add'l apron spaces	Provide 496 add'l auto spaces
93	Saint Louis	Spirit Of Saint Louis	Provide 64 add'l hangar spaces	Provide 392 add'l apron spaces	Provide 274 add'l auto spaces
99	Springfield	Springfield-Branson Regional	Provide 33 add'l hangar spaces	Provide 62 add'l apron spaces	None
112	Waynesville	Waynesville (Regional Arpt At Forney Fld)	None	None	None
Regional		Airport	Hangar Spaces Needed	Apron Spaces Needed	Auto Parking Spaces Needed
SASP Code	Associated City				
6	Bolivar	Bolivar Municipal	Provide 4 add'l hangar spaces	Provide 3 add'l apron spaces	Provide 65 add'l auto spaces
7	Boonville	Jesse Viertel Memorial	Provide 1 add'l hangar space	Provide 9 add'l apron spaces	Provide 48 add'l auto spaces
13	Camdenton	Camdenton Memorial	None	None	Provide 12 add'l auto spaces
14	Cameron	Cameron Memorial	None	Provide 26 add'l apron spaces	Provide 42 add'l auto spaces
21	Chillicothe	Chillicothe Municipal	Provide 1 add'l hangar space	Provide 7 add'l apron spaces	Provide 28 add'l auto spaces
22	Clinton	Clinton Memorial	None	Provide 11 add'l apron spaces	Provide 55 add'l auto spaces
25	Dexter	Dexter Municipal	None	None	Provide 37 add'l auto spaces
30	Farmington	Farmington Regional	None	Provide 32 apron spaces	Provide 60 auto spaces
31	Festus	Festus Memorial	Provide 12 add'l hangar spaces	Provide 42 apron spaces	Provide 58 add'l auto spaces
36	Grain Valley	East Kansas City	None	Provide 75 add'l apron spaces	Provide 188 add'l auto spaces
37	Hannibal	Hannibal Municipal	None	None	None
38	Harrisonville	Lawrence Smith Memorial	Provide 4 add'l hangar spaces	Provide 27 add'l apron spaces	Provide 88 add'l auto spaces
46	Kaiser/Lake Ozark	Lee C Fine Memorial	Provide 1 add'l hangar space	None	None
48	Kennett	Kennett Memorial	None	Provide 6 add'l apron spaces	Provide 8 add'l auto spaces
51	Lebanon	Floyd W Jones	Provide 8 add'l hangar spaces	Provide 14 add'l apron spaces	Provide 75 add'l auto spaces
63	Mexico	Mexico Memorial	None	None	Provide 39 add'l auto spaces
64	Moberly	Omar N Bradley	None	None	Provide 12 add'l auto spaces
65	Monett	Monett Municipal	None	Provide 10 add'l apron spaces	None
69	Mosby	Clay County Regional	None	Provide 27 add'l apron spaces	Provide 62 add'l auto spaces

Table 7-1, Continued
Future Performance
Benchmark: Airports Meeting Minimum Facility Standards - Hangar Storage, Apron Spaces, and Auto Parking Spaces

Regional SASP Code	Associated City	Airport	Hangar Spaces Needed	Apron Spaces Needed	Auto Parking Spaces Needed
73	Neosho	Hugh Robinson Memorial	None	Provide 5 add'l apron spaces	Provide 17 add'l auto spaces
74	Nevada	Nevada Municipal	None	Provide 1 add'l apron space	Provide 10 add'l auto spaces
78	Ozark	Air Park South	Provide 9 add'l hangar spaces	Provide 19 apron spaces	Provide 16 add'l auto spaces
79	Perryville	Perryville Municipal	None	Provide 12 add'l apron spaces	Provide 21 add'l auto spaces
82	Poplar Bluff	Poplar Bluff Municipal	None	Provide 11 add'l apron spaces	Provide 43 add'l auto spaces
87	Rolla/Vichy	Rolla National	Provide 7 add'l hangar spaces	Provide 42 add'l apron spaces	Provide 60 add'l auto spaces
95	Sedalia	Sedalia Memorial	Provide 6 add'l hangar spaces	Provide 12 add'l apron spaces	Provide 31 add'l auto spaces
97	Sikeston	Sikeston Memorial Municipal	None	Provide 32 apron spaces	Provide 59 auto spaces
102	Sullivan	Sullivan Regional	None	Provide 27 add'l apron spaces	Provide 16 add'l auto spaces
109	Warrensburg	CMSU Max B Swisher Skyhaven	Provide 25 add'l hangar spaces	None	None
111	Washington	Washington Memorial	Provide 2 add'l hangar spaces	None	Provide 46 add'l auto spaces
113	West Plains	West Plains Municipal	None	Provide 26 add'l apron spaces	Provide 43 add'l auto spaces
New	Branson West		Provide 25 hangar spaces	Provide 28 apron spaces	Provide 53 auto spaces
Business					
Regional SASP Code	Associated City	Airport	Hangar Spaces Needed	Apron Spaces Needed	Auto Parking Spaces Needed
2	Aurora	Aurora Memorial Municipal	None	Provide 17 add'l apron spaces	Provide 36 add'l auto spaces
8	Bowling Green	Bowling Green Municipal	None	None	Provide 4 add'l auto spaces
9	Brookfield/Marceline	North Central Missouri Regional	Provide 21 hangar spaces	Provide 23 apron spaces	Provide 44 auto spaces
11	Butler	Butler Memorial	None	Provide 10 add'l apron spaces	Provide 15 add'l auto spaces
12	Cabool	Cabool Memorial	Provide 2 add'l hangar spaces	None	Provide 15 add'l auto spaces
18	Caruthersville	Caruthersville Memorial	None	None	None
19	Cassville	Cassville Municipal	None	Provide 2 add'l apron spaces	None
20	Charleston	Mississippi County	None	None	None
24	Cuba	Cuba Municipal	None	Provide 6 add'l apron spaces	None
28	Eldon	Eldon Model Airpark	None	Provide 23 add'l apron spaces	Provide 46 add'l auto spaces
29	Excelsior Springs	Excelsior Springs Memorial	None	Provide 12 add'l apron spaces	Provide 28 add'l auto spaces
32	Fredericktown	Fredericktown Regional	None	Provide 14 add'l apron spaces	Provide 21 add'l auto spaces
33	Fulton	Elton Hensley Memorial	None	Provide 36 add'l apron spaces	Provide 60 add'l auto spaces
40	Higginsville	Higginsville Industrial Municipal	Provide 7 add'l hangar spaces	None	Provide 3 add'l auto spaces
50	Lamar	Lamar Municipal	Provide 2 add'l hangar spaces	Provide 10 add'l apron spaces	Provide 24 add'l auto spaces
52	Lee's Summit	Lee's Summit Municipal	None	Provide 42 add'l apron spaces	Provide 184 add'l auto spaces
53	Lexington	Lexington Municipal	Provide 1 add'l hangar space	None	None
56	Macon	Macon-Fower Memorial	None	Provide 5 add'l apron spaces	Provide 3 add'l auto spaces
57	Malden	Malden Regional	None	None	None



Chapter 7: Future System Performance





Chapter 7: Future System Performance

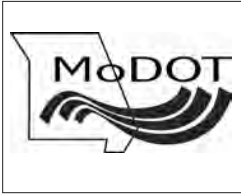


Table 7-1, Continued
Future Performance

Benchmark: Airports Meeting Minimum Facility Standards - Hangar Storage, Apron Spaces, and Auto Parking Spaces
Performance Measure: Physical

Business SASP Code	Associated City	Airport	Hangar Spaces Needed	Apron Spaces Needed	Auto Parking Spaces Needed
60	Marshall	Marshall Memorial Municipal	None	None	Provide 11 add'l auto spaces
61	Maryville	Northwest Missouri Regional	None	Provide 2 add'l apron spaces	None
66	Monroe City	Monroe City Regional	None	None	Provide 6 add'l auto spaces
68	Monticello	Lewis County Regional	None	None	None
71	Mountain Grove	Mountain Grove Memorial	None	None	Provide 17 add'l auto spaces
72	Mountain View	Mountain View	None	Provide 12 apron spaces	Provide 23 auto spaces
75	New Madrid	County Memorial	None	Provide 9 apron spaces	Provide 17 auto spaces
76	Osage Beach	Grand Claize	None	None	None
81	Point Lookout	M Graham Clark	Provide 13 add'l hangar spaces	Provide 20 add'l apron spaces	Provide 60 add'l auto spaces
83	Potosi	Washington County	None	None	Provide 2 add'l auto spaces
86	Rolla	Rolla Downtown	None	Provide 11 apron spaces	Provide 21 auto spaces
90	Saint Clair	Saint Clair Regional	None	Provide 28 add'l apron spaces	Provide 45 add'l auto spaces
94	Salem	Salem Memorial	None	Provide 5 add'l apron spaces	Provide 10 add'l auto spaces
105	Trenton	Trenton Municipal	None	Provide 5 add'l apron spaces	None
108	Versailles	Roy Otten Memorial	None	Provide 13 add'l apron spaces	Provide 26 add'l auto spaces
110	Warsaw	Warsaw Municipal	None	None	Provide 5 add'l auto spaces
114	Willow Springs	Willow Springs Memorial	None	Provide 15 add'l apron spaces	Provide 26 add'l auto spaces
Community SASP Code	Associated City	Airport	Hangar Spaces Needed	Apron Spaces Needed	Auto Parking Spaces Needed
1	Albany	Albany Municipal	None	None	None
3	Ava	Ava Bill Martin Memorial	None	None	None
4	Bethany	Bethany Memorial	None	None	None
5	Bismarck	Bismarck Memorial	None	None	None
10	Buffalo	Buffalo Municipal	None	None	None
15	Campbell	Campbell Municipal	None	None	None
17	Carrollton	Carrollton Memorial	None	None	None
26	Doniphan	Doniphan Municipal	None	None	None
27	El Dorado Springs	El Dorado Springs Memorial	None	None	None
34	Gainesville	Gainesville Memorial	None	None	None
35	Gideon	Gideon Memorial	None	None	None
39	Hermann	Hermann Municipal	None	None	None
41	Hornersville	Hornersville Memorial	None	None	None
42	Houston	Houston Memorial	None	None	None
45	Kahoka	Kahoka Municipal	None	None	None
54	Lincoln	Lincoln Municipal	None	None	None
55	Linn	Linn State Tech College	None	None	None

Table 7-1, Continued
Future Performance
Performance Measure: Physical
Benchmark: Airports Meeting Minimum Facility Standards - Hangar Storage, Apron Spaces, and Auto Parking Spaces

Community SASP Code	Associated City	Airport	Hangar Spaces Needed	Apron Spaces Needed	Auto Parking Spaces Needed
58	Mansfield	Mansfield Municipal	None	None	None
59	Marble Hill	Twin City Airport	None	None	None
62	Memphis	Memphis Memorial	None	None	None
67	Montgomery City	Montgomery-Wehrman	None	None	None
70	Mount Vernon	Mount Vernon Municipal	None	None	None
77	Osceola	Osceola Municipal	None	None	None
80	Piedmont	Piedmont Municipal	None	None	None
84	Princeton	Princeton-Kauffman Memorial	None	None	None
85	Richland	Richland Municipal	None	None	None
96	Shelbyville	Shelby County	None	None	None
98	Slater	Slater Memorial	None	None	None
100	Steele	Steele Municipal	None	None	None
101	Stockton	Stockton Municipal	None	None	None
103	Tarkio	Gould Peterson Municipal	None	None	None
104	Thayer	Thayer Memorial	None	None	None
106	Unionville	Unionville Municipal	None	None	None
107	Van Buren	Bollinger Crass Memorial	None	None	None



Chapter 7: Future System Performance



Chapter 8: System Plan Recommendations & Costs

Overview

This chapter of the Missouri State Airport System Plan provides an overview of the analysis and recommendations identified throughout the planning process. This plan was developed so that it is consistent with Missouri's goals for transportation, land use, the economy, and the environment. Following FAA guidelines on system planning, the Missouri State Airport System Plan was developed using a process that results in the identification, preservation, and enhancement of an aviation system to meet the State's needs.

Missouri's system planning process ensures that MoDOT remains responsive to air transportation needs by identifying roles and characteristics for existing and new airports. The plan provides facility and service objectives for all airports and potential costs that could be incurred to respond to all of the objectives identified in the plan. By identifying these needs, MoDOT and the FAA are not committing development funds for projects, but are recognizing the potential needs of the system over the next 20 years.

The Missouri State Airport System Plan provides a 20-year outlook for the State's aviation needs. As airports in Missouri continue to evolve to respond to changes in the communities they serve, the facility and service objectives established in this plan should serve as a general guide and frame of reference for balanced development. More detailed design, planning, and environmental analysis for airports will be accomplished as part of individual master plans. Actual development is driven by local needs and decisions. Any airport project will be required to meet eligibility and justification guidelines before being eligible for funding.

The Missouri State Airport System Plan provides MoDOT with an important tool to monitor the ability of airports to meet customer needs. The plan also provides a means to measure the effects of investment on the performance of the Missouri aviation system. Over the next 20 years, federal, State, local, and private funding will be needed to ensure that the aviation system meets goals established in this study. It is estimated that at least \$338.3 million will be needed over the next 20 years if airports in Missouri are to respond to objectives set by the System Plan. An additional \$371.8 million is needed if the State is to meet the demands that are in existing Capital Improvement Programs (CIP) for individual airports over the planning period, bringing the total cost need to meet all goals and objectives of Missouri to \$710.1 million.

Information from the Missouri State Airport System Plan may be used to update the FAA's National Plan for Integrated Airport Systems (NPIAS) that is provided to Congress on a biannual basis. Data from this plan may also be used by individual airports to update master plans and airport layout plans (ALPs).

In future years, the plan will enable MoDOT to measure system performance. By tracking key indicators for the airport system, it will be possible for MoDOT and the FAA to formulate strategies for responding to Missouri's air transportation needs. The Missouri State Airport System Plan provides a guide for the State and its communities to ensure that the vision established for the Missouri aviation system can be achieved.

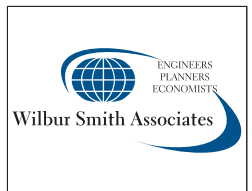
Airport Roles

Roles for airports in Missouri were developed in conjunction with the System Plan Advisory Committee. Chapter Four of the Plan describes factors considered to assign airports to roles. After analyzing the existing system and future needs, airport roles were adjusted (see Chapter Six.) Airports in Missouri were assigned to one of the following four roles:

- ☐ Commercial airport
- ☐ Regional airport
- ☐ Business airport
- ☐ Community airport

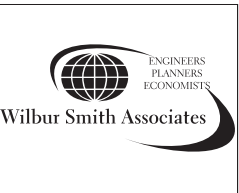


Chapter 8: System Plan Recommendations and Costs





**Chapter 8:
System Plan
Recommendations
and Costs**



A brief re-cap of each of these system roles follows:

- ❑ **Commercial** – Commercial airports accommodate the highest level of general aviation activity and serve major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service, general aviation airports which are designated as FAA reliever airports, and Part 139 airports are included in this classification.
- ❑ **Regional** – Regional airports serve primarily general aviation activity, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.
- ❑ **Business** – Business airports focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State's transportation infrastructure.
- ❑ **Community** – Community airports are considered to have community importance, primarily serving recreational and personal flying activities. The airports serve a contributing role in the local economy.

Table 8-1 following shows all airports classified by role.

Table 8-1
Missouri System Airports by Role

Commercial	Regional	Business	Community
Cape Girardeau Regional	Bolivar Municipal	Aurora Memorial Municipal	Albany Municipal
Columbia Regional	Jesse Viertel Memorial	Bowling Green Municipal	Ava Bill Martin Memorial
Jefferson City Memorial	Camdenton Memorial	North Central Missouri Regl	Bethany Memorial
Joplin Regional	Cameron Memorial	Butler Memorial	Bismarck Memorial
Lee C Fine Memorial	Chillicothe Municipal	Cabool Memorial	Buffalo Municipal
Charles B. Wheeler Downtown	Clinton Memorial	Caruthersville Memorial	Campbell Municipal
Kirksville Regional	Dexter Municipal	Cassville Municipal	Carrollton Memorial
Lee's Summit Municipal	Farmington Regional	Mississippi County	Doniphan Municipal
Saint Charles	Festus Memorial	Cuba Municipal	El Dorado Springs Memorial
Saint Charles County Smartt	East Kansas City	Eldon Model Airpark	Gainesville Memorial
Rosecrans Memorial	Hannibal Municipal	Excelsior Springs Memorial	Gideon Memorial
Creve Coeur	Lawrence Smith Mem.	Fredericktown Regional	Hermann Municipal
Spirit Of Saint Louis	Kennett Memorial	Elton Hensley Memorial	Hornersville Memorial
Springfield-Branson Regional	Floyd W Jones	Higginsville Industrial Muni.	Houston Memorial
Waynesville Regional	Mexico Memorial	Lamar Municipal	Kahoka Municipal
	Omar N Bradley	Lexington Municipal	Lincoln Municipal
	Monett Municipal	Macon-Fower Memorial	Linn State Tech College
	Clay County Regional	Malden Regional	Mansfield Municipal
	Hugh Robinson Mem.	Marshall Memorial Municipal	Twin City Airpark
	Nevada Municipal	Northwest Missouri Regional	Memphis Memorial
	Air Park South	Monroe City Regional	Montgomery-Wehrman
	Perryville Municipal	Lewis County Regional	Mount Vernon Municipal
	Poplar Bluff Municipal	Mountain Grove Memorial	Osceola Municipal
	Rolla National	Mountain View	Piedmont Municipal
	Sedalia Memorial	County Memorial	Princeton-Kauffman Memorial
	Sikeston Memorial	Grand Claize	Richland Municipal
	Sullivan Regional	M Graham Clark	Shelby County
	CMSU Max B Swisher Skyhaven	Washington County	Slater Memorial
	Washington Memorial	Rolla Downtown	Steele Municipal
	West Plains Municipal	Saint Clair Regional	Stockton Municipal
	Branson West	Salem Memorial	Gould Peterson Municipal
		Trenton Municipal	Thayer Memorial
		Roy Otten Memorial	Unionville Municipal
		Warsaw Municipal	Bollinger Crass Memorial
		Willow Springs Memorial	

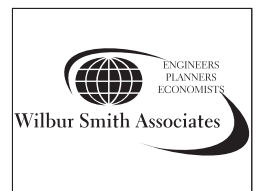
State and local economic conditions affecting aviation needs at airports will change over time and conclusions drawn in this System Plan may need to be reevaluated. Airports responding to increased business use and economic growth may need to be evaluated for a role change.

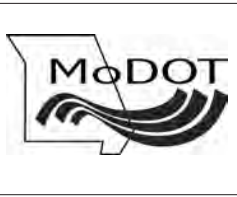
Facility And Service Objectives

Facility and service objectives established for each airport role, which were discussed in Chapter Four, are summarized in **Table 8-2**. The accompanying airport facility and service graphs (**Exhibits 8-1 through 8-4**) provide a summary of the percentages of airports currently meeting the facility and service objectives by airport role. Individual reports have been prepared for each of the publicly owned airports that show what actions each airport need to meet the facility and service objectives identified for its future role in the Missouri airport system. Airports may not be able to meet all of the facility and service objectives due to physical or financial constraints. The facility and service objectives should be considered as guidelines as actual conditions at the airports will determine the facility needs that can be accommodated and supported in the local airport market area.

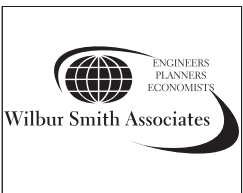


Chapter 8: System Plan Recommendations and Costs





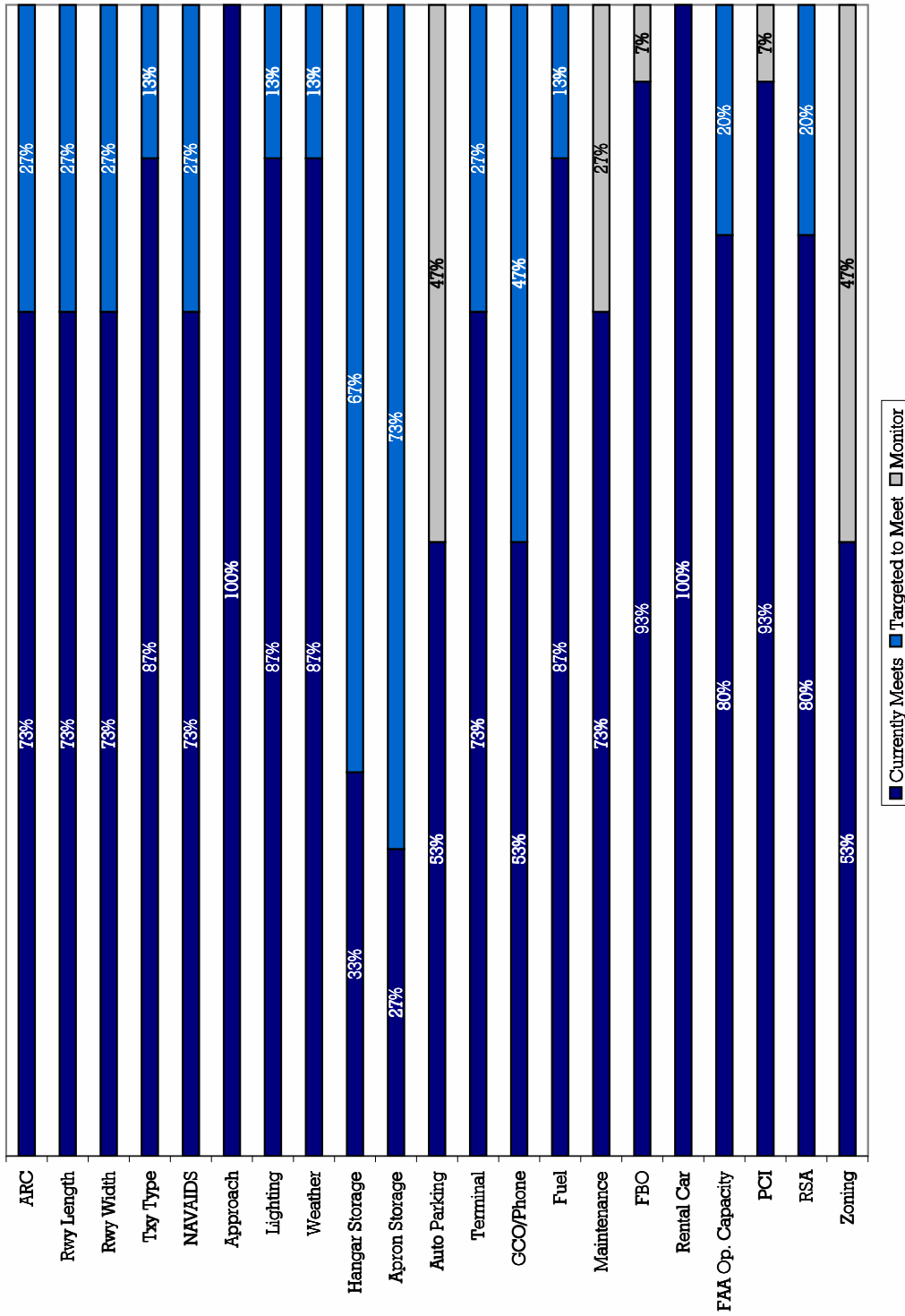
Chapter 8: System Plan Recommendations and Costs



**Table 8-2
Facility and Service Objectives**

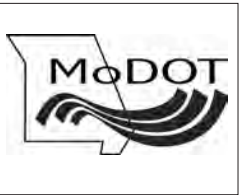
Airport Reference Code (ARC)	Commercial C-II	Regional B-II	Business B-II	Community A-I
Runway Length (Primary)	Minimum 5,500 feet	Minimum 5,000 feet	Minimum 4,000 feet	Maintain Existing
Runway Width	100 feet	75 feet	75 feet	NPIAS – 60 feet; Non-NPIAS-maintain existing
Taxiway	Full Parallel	Full Parallel	Turnarounds on each Runway End; Full Parallel Desired	Turnarounds on each Runway End
Approach	Non-Precision; Precision Desired	Non-Precision	Non-Precision	Visual
Runway Lighting	MIRL; HIRL Desired	MIRL	MIRL	LIIRL Desired
Taxiway Lighting	MITL or Reflectors	MITL or Reflectors	Not An Objective	Not An Objective
Weather Reporting	AWOS	ASOS or AWOS	ASOS or AWOS Desired	Not An Objective
Approach Aids	ALS Desired	Not An Objective	Not An Objective	Not An Objective
Visual Guidance Slope Indicator (VGSI)	Both Runway Ends	Both Runway Ends	Desired on Both Runway Ends	Not An Objective
Runway End Identifier Lights (REILS)	Both Runway Ends	Both Runway Ends	Desired on Both Runway Ends	Not An Objective
Rotating Beacon	Rotating Beacon	Rotating Beacon	Rotating Beacon	Rotating Beacon Desired
Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle
Ground Communications	Public Phone, GCO	Public Phone, GCO	Public Phone, GCO as needed	Public Phone, GCO as needed
Covered Storage	70% of Based Aircraft	70% of Based Aircraft	60% of Based Aircraft	Maintain Existing
Aircraft Apron	30% of Based Aircraft Plus Additional 75% for Transient Users	30% of Based Aircraft Plus Additional 50% for Transient Users	40% of Based Aircraft Plus Additional 25% for Transient Users	Maintain Existing
Terminal/Administration Bldg.	2,500 sq feet	2,500 sq feet	1,500 sq feet	Maintain Existing
Auto Parking	1 Space for Each Based Aircraft Plus 50% for Employees/Visitors	1 Space for Each Based Aircraft Plus 50% for Employees/Visitors	1 Space for Each Based Aircraft Plus 25% for Employees/Visitors	Maintain Existing
Other	Building for Airport Maintenance Equipment	Not An Objective	Not An Objective	
Fuel	AvGas & Jet A	AvGas & Jet A	AvGas; Jet A as required	AvGas; Jet A as required
FBO	Full Service	Full Service	Full Service	Limited Service
Maintenance	Full Service	Full Service	Limited Service	Not An Objective
Ground Transportation	Rental Car Available	Rental Car Available	Loaner Car Available; Rental Car Desired	Not An Objective

Exhibit 8-1
Current Performance – Commercial Airports
(15 airports in this category)



Chapter 8: System Plan Recommendations and Costs





Chapter 8: System Plan Recommendations and Costs



Exhibit 8-2
Current Performance – Regional Airports
(31 airports in this category)

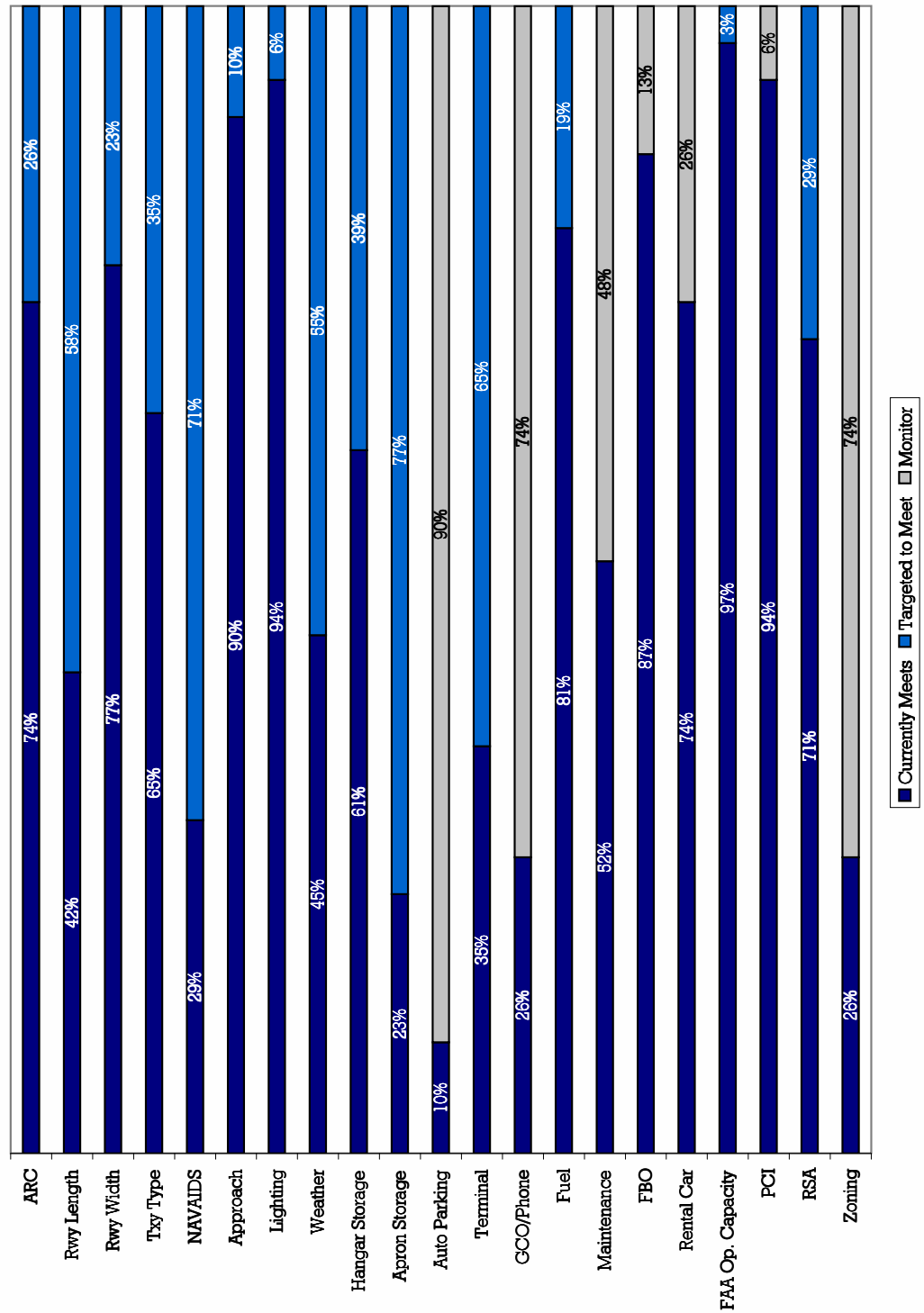
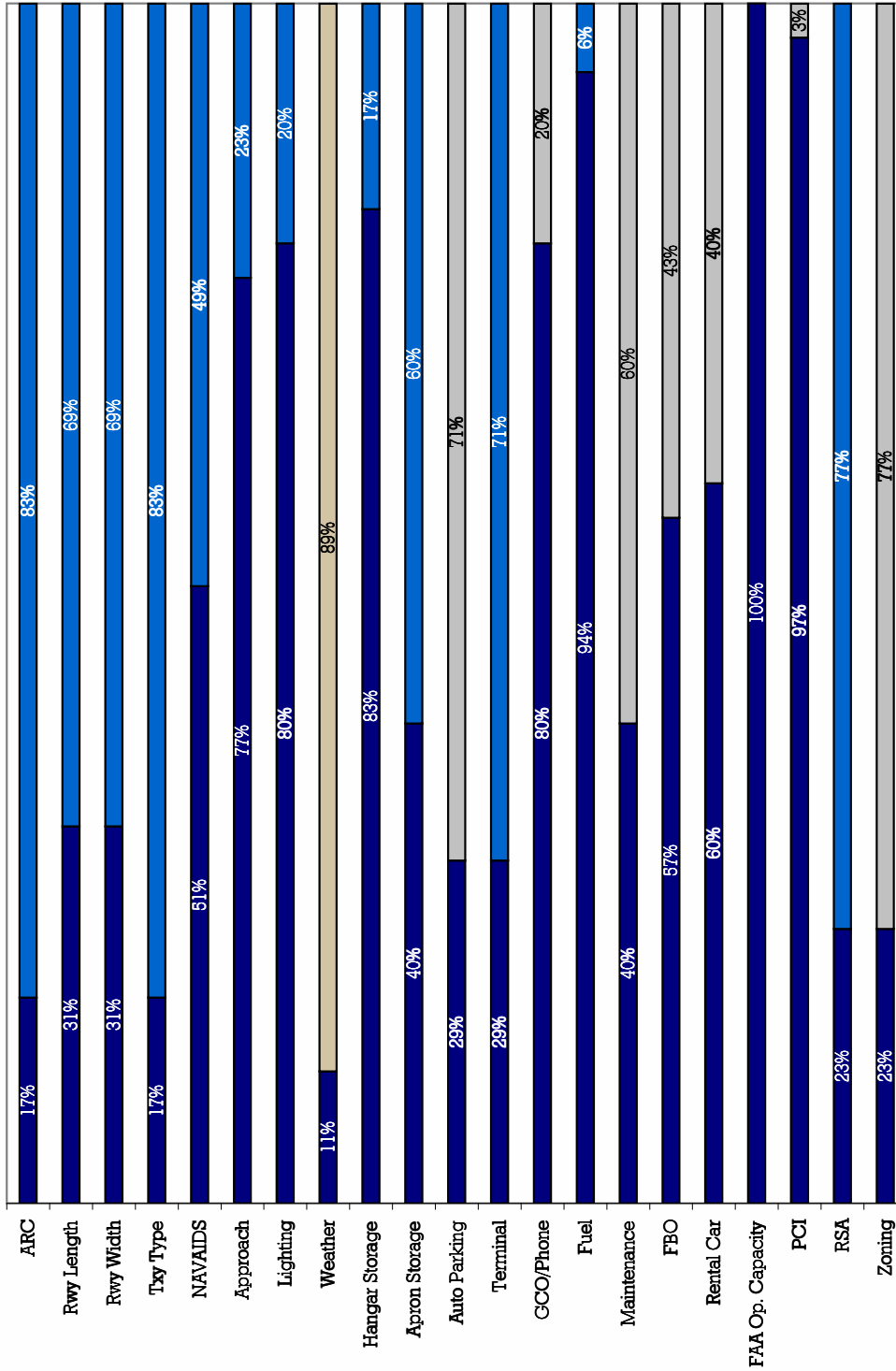


Exhibit 8-3
Current Performance – Business Airports
(35 airports in this category)

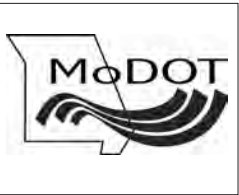


■ Currently Meets
 ■ Targeted to Meet
 ■ Monitor
 ■ Not an Objective for Change



Chapter 8: System Plan Recommendations and Costs

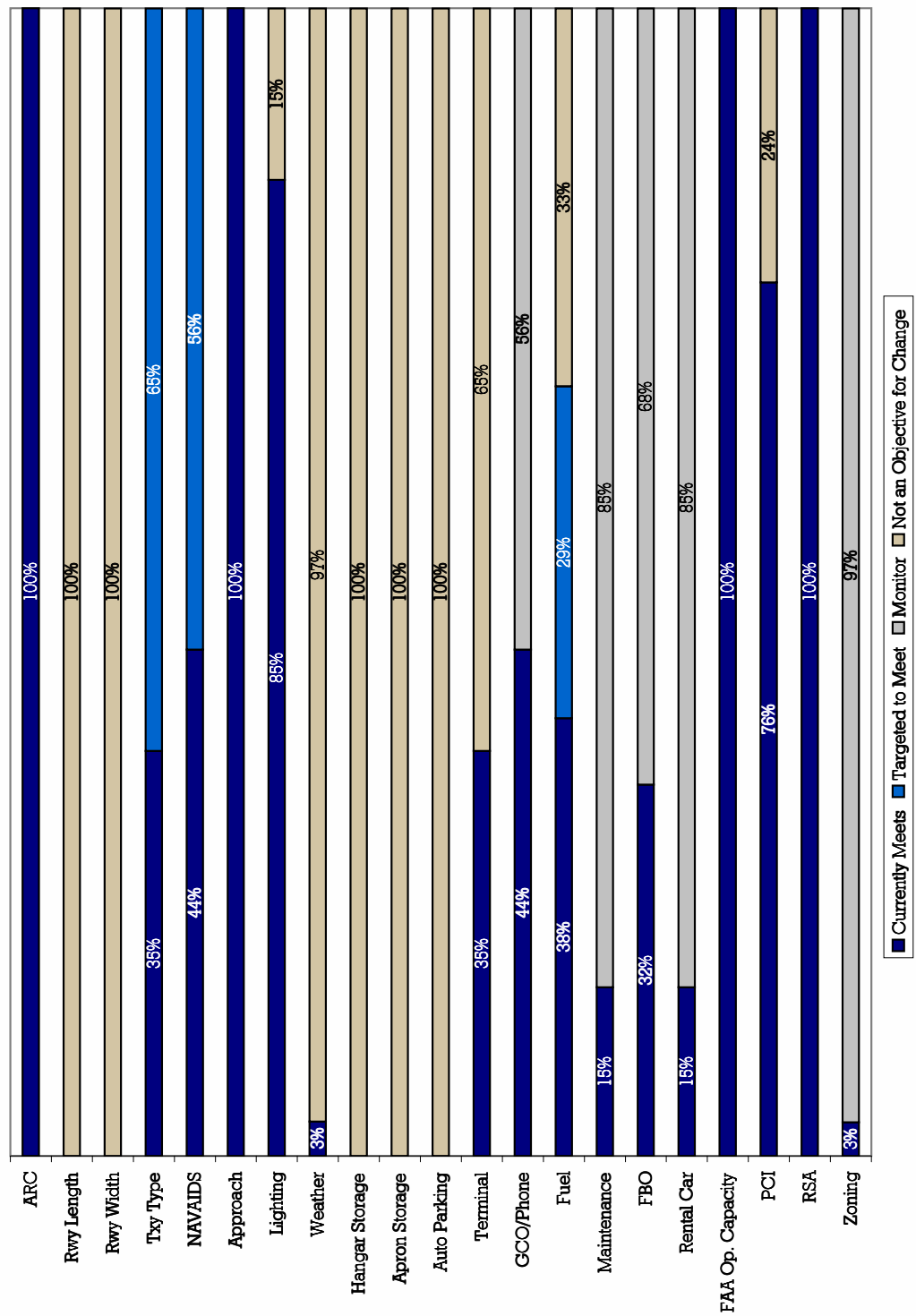




Chapter 8: System Plan Recommendations and Costs



Exhibit 8-4
Current Performance – Community Airports
(34 airports in this category)



Development Program Recommendations

The purpose of the development program is to provide a guide for programming facility maintenance, upgrade, and expansion in accordance with the ultimate role of the airports within the State of Missouri.

The projects have been sorted by each type of airport and by category of projects. Each airport has a series of projects as part of the ultimate Capital Improvement Program (CIP); these projects have been divided into short and long term development phases. The development program is structured to be a dynamic process so that projects can be re-prioritized, as needed, to meet design and funding considerations.

It should be noted that the plan does not obligate State (MoDOT), local, or federal funds, nor does it require a funding commitment without justification of demand levels. Additionally, the expressed intent, desire, and ability of the airport sponsor to achieve airport land use compatibility, coupled with favorable community and business support of the airport, remains an important funding consideration.

Costs of the Development Plan

The methodology used to develop estimated costs for the recommended development plan included the following steps:

- ❑ A comparison of the current facilities at each airport to minimum facility and category objectives identified for the airport's recommended system level.
- ❑ Identification of specific airport projects needed to reach minimum facility and category objectives.
- ❑ Use of estimated unit costs identified for the System Plan and application of these unit costs to airport needs.

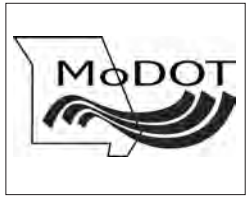
In this process, facility needs and costs were first identified on an airport-by-airport basis. This chapter of the System Plan presents a summary of the total airport cost estimates. Airport-specific costs have been furnished separately to each system airport.

The unit cost estimates used in this analysis reflect actual costs of similar projects constructed recently at Missouri airports. Where possible, actual costs were used as a baseline in the development of the unit costs. Given the wide range of airports and airport settings in Missouri, actual costs may vary. Costs shown in this chapter are based on constant 2005 dollars; costs have not been increased to show the impact of future inflation.

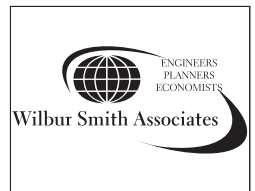
Project Categories

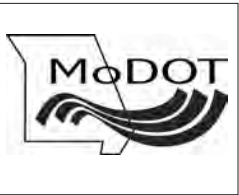
All airport projects and improvements are categorized by nine primary airport project areas as follows: obstruction; land acquisition; runways; taxiways; lighting/NAVAIDS; apron; terminal area; planning; and equipment. The following describes the types of projects that fall into each project category.

- 1) Obstruction projects include the removal of obstructions such as trees, towers or buildings that have been identified by the sponsor and through 5010 inspection site visits at the airport. Also included are improvements to runway obstruction areas for the airport.
- 2) Land acquisition may be required to meet the minimum FAA standards for runway protection zones, object free areas and the building restriction lines to ensure all airport operations areas are owned in fee simple by the airport.
- 3) Runway projects are programmed to improve the facility to meet its role category or to maintain pavements to keep the airport at its current status. These projects include runway widening, lengthening, strengthening, and maintenance.
- 4) Taxiway projects are for improving the facility to meet its role category and maintaining the airport at its current status. These projects include taxiway widening, lengthening, strengthening, and maintenance.

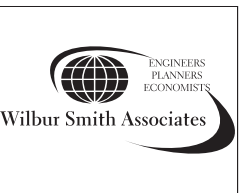


Chapter 8: System Plan Recommendations and Costs





Chapter 8: System Plan Recommendations and Costs



- 5) Lighting/NAVAIDS projects are used to improve the facility to meet its role category, replace and maintain the existing system, and to provide maintenance. Projects include installing runway edge lights, precision approach path indicators, beacons, wind cones, signage, and automated weather observation systems.
- 6) Apron projects are to programmed meet the projected demand and to maintain existing pavements. These projects include expansion and strengthening.
- 7) Terminal area projects pertain primarily to hangars, hangar taxi lanes, access roads, fuel development, and auto parking.
- 8) Planning projects consist of master plans, airport layout plans, and environmental assessments.
- 9) Equipment projects are associated with airport operations such as snow removal and airport rescue and fire fighting needs.

Total System Costs

All 114 airports included in the Missouri State Airport System Plan have been examined to determine the needed facilities and obstruction improvements to reach the standards set for each airport role category. The entire total of funds (system plan projects and CIP projects) necessary for all airports to meet their facility and service objectives is approximately \$710.2 million. This includes all of the project categories and is presented in **Table 8-3**.

Table 8-3
Total Development Plan

Project Description	System Plan Project Cost	CIP Project Cost	% System Plan Cost	% of CIP Cost
Obstruction Removal	\$5,992,350	\$4,475,696	0.84%	0.63%
Land Acquisition	\$37,504,894	\$11,235,000	5.28%	1.58%
Runway	\$169,205,407	\$56,834,930	23.83%	8.00%
Taxiway	\$79,833,699	\$45,704,990	11.24%	6.44%
Apron	\$16,571,560	\$36,792,568	2.33%	5.18%
Terminal Area	\$13,067,788	\$199,101,409	1.84%	28.03%
Lighting/NAVAIDS	\$14,588,494	\$8,543,563	2.05%	1.20%
Planning	\$1,612,500	\$2,749,750	0.23%	0.39%
Equipment	\$0	\$6,385,050	0.00%	0.90%
TOTAL	\$338,376,691	\$371,822,956	48%	52%

Source: BWR

Development Phases

The total system costs have been identified in two phases. The phases are as follows:

- ❑ Short-Term Development – (0-5 Years)
- ❑ Long-Term Development – (6-20 Years)

The phases represent projects in the short term which are needed to meet obstruction, pavement maintenance, or have existing activity to support the expansion of facilities (**Table 8-4**). Long term development projects are identified to meet the projected category of services and are long term maintenance items that will be necessary at the airport beyond five years (**Table 8-5**).

Table 8-4
Short Term Development by Project Type

Project Description	System Plan Project Cost	CIP Project Cost
Obstruction Removal	\$5,936,100	\$4,119,500
Land Acquisition	\$34,817,394	\$7,116,250
Runway	\$89,114,210	\$18,458,006
Taxiway	\$53,080,168	\$27,581,013
Apron	\$12,846,311	\$26,456,439
Terminal Area	\$12,068,788	\$164,221,492
Lighting/NAVAIDS	\$12,662,625	\$3,280,750
Planning	\$862,500	\$1,518,500
Equipment	\$0	\$5,686,250
TOTAL	\$221,388,095	\$258,438,200

Source: BWR

Table 8-5
Long Term Development by Project Type

Project Description	System Plan Project Cost	CIP Project Cost
Obstruction Removal	\$56,250	\$356,196
Land Acquisition	\$2,687,500	\$4,118,750
Runway	\$80,091,197	\$38,376,924
Taxiway	\$26,753,531	\$18,123,978
Apron	\$3,725,249	\$10,336,129
Terminal Area	\$999,000	\$34,879,918
Lighting/NAVAIDS	\$1,925,869	\$5,262,813
Planning	\$750,000	\$1,231,250
Equipment	\$0	\$698,800
TOTAL	\$116,988,596	\$113,384,756

Source: BWR

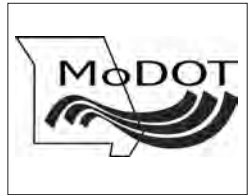
Airport Role Classifications

As previously discussed, each airport has been assigned to an airport role based on their use, economic impact, airport facilities and forecast of aviation demand. The costs associated with projects for each of these role categories are shown in **Tables 8-6 and 8-7** by project type and development stage.

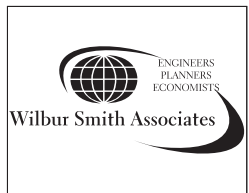
Table 8-6
Short Term (0-5 Years) Development by Airport Role

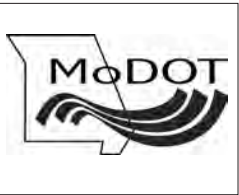
Airport Role				
Project Description	Commercial	Regional	Business	Community
Obstruction Removal	\$6,172,600	\$1,200,500	\$2,113,750	\$568,750
Land Acquisition	\$21,189,644	\$13,418,750	\$6,887,750	\$437,500
Runway	\$41,219,806	\$31,345,080	\$31,190,550	\$3,816,780
Taxiway	\$42,174,148	\$23,119,919	\$13,984,748	\$1,382,366
Apron	\$19,483,695	\$9,865,058	\$8,940,189	\$1,013,809
Terminal Area	\$150,221,488	\$13,405,119	\$10,238,664	\$2,425,009
Lighting/NAVAIDS	\$6,211,125	\$4,788,500	\$4,078,000	\$865,750
Planning	\$454,650	\$670,050	\$950,050	\$306,250
Equipment	\$5,661,250	\$0	\$6,250	\$18,750
TOTAL	\$292,788,405	\$97,812,975	\$78,389,951	\$10,834,964

Source: BWR



Chapter 8: System Plan Recommendations and Costs





Chapter 8: System Plan Recommendations and Costs

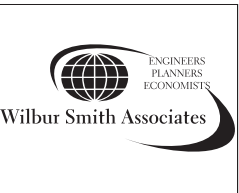


Table 8-7
Long Term (6-20 Years) Development by Airport Role

Project Description	Airport Role			
	Commercial	Regional	Business	Community
Obstruction Removal	\$0	\$0	\$412,446	\$0
Land Acquisition	\$818,750	\$1,818,750	\$3,387,500	\$781,250
Runway	\$45,551,931	\$34,706,424	\$33,829,498	\$4,380,268
Taxiway	\$18,779,328	\$10,116,083	\$14,596,574	\$1,385,525
Apron	\$5,412,950	\$2,817,201	\$5,052,954	\$778,273
Terminal Area	\$18,331,250	\$8,042,633	\$9,173,239	\$331,796
Lighting/NAVAIDS	\$2,567,500	\$3,197,000	\$1,160,244	\$263,938
Planning	\$175,000	\$537,500	\$893,750	\$375,000
Equipment	\$555,050	\$143,750	\$0	\$0
TOTAL	\$92,191,759	\$61,379,340	\$68,506,204	\$8,296,049

Source: BWR

Cost Summary

Tables 8-8 and 8-9, as well as Exhibits 8-5 and 8-6, present the total cost to improve the system for each category of airport. These project costs do not delineate the eligibility of the projects for federal or State funding.

Table 8-8
Cost Summary – 5 Year

Airport Category	Project Cost	Percent of Projects
Commercial	\$292,788,405	62%
Regional	\$97,812,975	20%
Business	\$78,389,951	16%
Community	\$10,834,964	2%
TOTAL	\$479,826,295	100%

Source: BWR

Table 8-9
Cost Summary – 20 Year

Airport Category	Project Cost	Percent of Projects
Commercial	\$92,191,759	39%
Regional	\$61,379,340	27%
Business	\$68,506,204	30%
Community	\$8,296,049	4%
TOTAL	\$230,373,352	100%

Source: BWR

Exhibit 8-5
Cost Summary – 5 Year

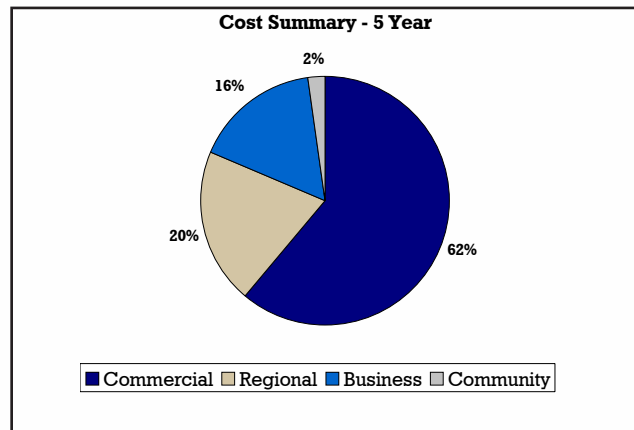
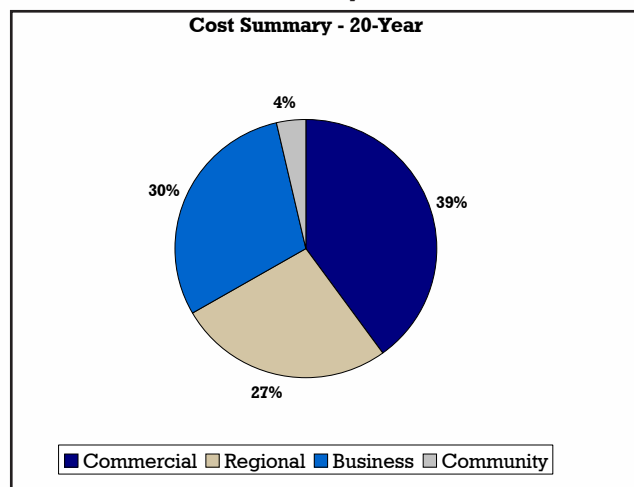


Exhibit 8-6
Cost Summary – 20 Year



Current Airport Funding

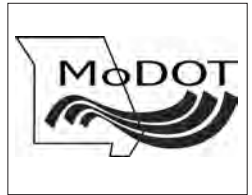
Funding for airport improvement projects is an important issue when considering the future of the Missouri aviation system. In order to meet user needs, airports typically rely on funding sources beyond their own revenue. The ability of individual airport sponsors to identify funding sources and to successfully obtain funding directly impacts development.

Funding for capital improvement projects can be secured from the following sources: federal, State, local, or private funds. A brief description of each source of funding is subsequently presented.

Federal Funding Sources

The FAA distributes Airport Improvement Program (AIP) grants to the nation's airport system from the Aviation Trust Fund. The Aviation Trust Fund, originally established in 1970, establishes a source of funds collected from the users of the nation's airport system that can be used to fund airport improvements. Only airports included in the National Plan of Integrated Airport Systems (NPIAS) are eligible to apply for FAA funding. The five commercial service airports (excluding Kansas City International and St. Louis International airports) and 69 of the general aviation airports in Missouri are currently part of the NPIAS and are eligible for federal funding.

Table 8-10 presents total AIP funding for all eligible U.S. airports for the fiscal years (FYs) 1999 through 2005 and projections for FY 2006 and FY 2007.



Chapter 8: System Plan Recommendations and Costs





Chapter 8: System Plan Recommendations and Costs

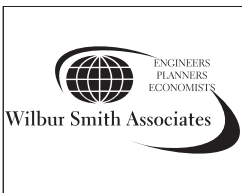


Table 8-10
Historical AIP Funding (Billions)

FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
Total AIP Funding	\$1.95	\$1.85	\$3.20	\$3.30	\$3.40	\$3.55	\$3.60*	\$3.70*

**Projected future AIP funding*

Source: FAA Airports Financial Assistance Division

AIR-21, the reauthorization of the program from FY 2000 to 2003, significantly increased the amount of funding available for the AIP program from the Trust Fund and provided additional funds for general aviation airports. VISION-100, signed into law in December 2003, reauthorizes the AIP through FY 2007. Several significant changes to the AIP enacted with VISION-100 include:

- ❑ Non-primary entitlement funds can accumulate for up to four years instead of three.
- ❑ Federal portion of AIP eligible projects increased from 90 percent to 95 percent.
- ❑ If no airside improvement projects are needed, AIP funds can be used for items such as fuel farms, aircraft hangars, and general aviation terminals.
- ❑ Airports may choose to waive their entitlement funds and FAA can reallocate those funds to airports in the same geographical area or state.

Commercial service airports receive entitlement funds based on the number of passengers they enplane during the prior calendar year. The minimum passenger entitlement for primary airports (those airports enplaning at least 10,000 passengers per year) is \$1 million. Commercial service airports may also receive cargo funding based on the landed weight of cargo aircraft. General aviation airports included in the NPIAS are eligible for state apportionment funds and non-primary entitlement funds. State apportionment funds are allocated to states based on a formula using the size and population of the State. Those funds are distributed to airports based on FAA prioritization of projects. General aviation airports are eligible for up to \$150,000 in non-primary entitlement funds. To obtain the funds, airports must have a 5-Year CIP with eligible projects that meet AIP justification standards.

General aviation and commercial service airports compete for federal discretionary funds, which are awarded based on priority ratings given to each potential project by the FAA. The prioritization process ensures that the most important and beneficial projects are the first to be completed, given the availability of adequate discretionary funds.

Federal funding is limited to development that is justified to meet aviation demand according to FAA standards. Each airport development project, including those recommended in the Missouri State Airport System Plan, will be subject to eligibility and justification requirements as part of the normal AIP funding process.

Block Grant Program

In 1987, Missouri was one of three states in the U.S. to partake in the FAA's pilot Block Grant Program. Under the Block Grant Program, Missouri began administering AIP grant funds for the FAA. Since 1987, Missouri has streamlined the AIP approval process, reduced paperwork, and eliminated the duplication that often occurred between State and federal activities that overlapped. In the 1996 Re-Authorization, Congress decided that the Block Grant Program would be a permanent fixture and was expanded to nine states. In addition to administering AIP grant funds for the FAA, Block Grant States were also tasked with developing capital improvement plans (CIPs) which include determining programming needs and funding; scheduling, coordinating and approving airport layout plans (ALPs); reviewing and approving appropriate environmental documents; approving and coordinating on-site construction studies; and responding to Congressional inquiries. Since 1996, the Block Grant Program has expanded to include more states with Missouri being an exemplary Block Grant state as evidenced by its success.

For airports that are included in the NPIAS, **Tables 8-11 and 8-12** summarize those Missouri State Airport System Plan costs and CIP costs by airport role.

Table 8-11
NPIAS Cost Summary – 5 Year

Airport Category	System Plan Cost	CIP Cost
Commercial	\$83,512,973	\$209,275,433
Regional	\$73,331,334	\$23,987,638
Business	\$50,634,121	\$18,186,443
Community	\$1,105,498	\$2,056,495
TOTAL	\$208,583,925	\$253,506,008

Source: BWR

Table 8-12
NPIAS Cost Summary – 20 Year

Airport Category	System Plan Cost	CIP Cost
Commercial	\$45,861,051	\$46,330,708
Regional	\$22,726,943	\$37,571,654
Business	\$31,239,567	\$19,771,188
Community	\$1,716,561	\$1,398,508
TOTAL	\$101,544,122	\$105,072,056

Source: BWR

State Funding

MoDOT's Aviation Section administers federal and multiple State-local programs for funding airport planning, construction and maintenance projects. The following is a description of each MoDOT, Aviation Section funding program:

MoDOT Capital Improvement Program (CIP) – This program assists eligible sponsors in the planning, purchase, construction or improvement of public use airports. Funding comes from the State aviation trust fund through a portion of the sales tax on jet fuel sold within the State. Funding also comes from the State aviation trust fund through a 9 cent per gallon tax on aviation gasoline. State CIP funds are issued on a cost sharing grant basis of 90 percent State and 10 percent local. The program is open to all publicly-owned airports as well as those privately-owned airports that are designated by the FAA as a reliever airport.

MoDOT STAR Lending Program – The State Transportation Revolving (STAR) Loan Program provides low interest loans to publicly owned airports for airport improvements that are not eligible projects under AIP funding. These loans can be used for revenue producing projects such as T-hangars and fuel facilities and terminal buildings.

Table 8-13 presents a summary of total funding for airports in Missouri over the last five years. The funding includes both federal and State funding sources for this time period.

Table 8-13
Historical Funding

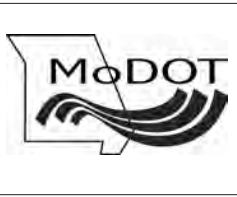
	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
Federal	\$16,348,373	\$14,772,660	\$24,638,731	\$26,812,119	\$15,603,594
State	\$4,247,586	\$4,304,179	\$3,197,591	\$2,235,389	\$5,909,240
Total	\$20,595,959	\$19,076,839	\$27,836,322	\$29,047,508	\$21,512,834

Source: Missouri Department of Transportation, Aviation Section



Chapter 8: System Plan Recommendations and Costs





Chapter 8: System Plan Recommendations and Costs



Tables 8-14 and 8-15 present a summary of funding for non-NPIAS airports in Missouri that are ineligible for federal funding over the 20-year planning period.

Table 8-14
Non-NPIAS Cost Summary – 5 Year

Airport Category	System Plan Cost	CIP Cost
Commercial	\$0	\$0
Regional	\$494,004	\$0
Business	\$6,729,180	\$2,840,208
Community	\$5,580,986	\$2,091,985
TOTAL	\$12,804,170	\$4,932,193

Source: BWR

Table 8-15
Non-NPIAS Cost Summary – 20 Year

Airport Category	System Plan Cost	CIP Cost
Commercial	\$0	\$0
Regional	\$1,080,744	\$0
Business	\$9,739,546	\$7,755,904
Community	\$4,624,184	\$556,796
TOTAL	\$15,444,474	\$8,312,700

Source: BWR

Local Funding

Local public airport sponsors such as counties, cities, and airport authorities are responsible for costs associated with airport development projects that remain after federal and State shares have been applied. The local share of federally funded projects has been 10 percent after the 90 percent federal share was applied. Beginning in 2004, local match for federal projects is 5 percent. For State projects, the local share has remained 10 percent, depending on the nature of the improvement after State funds have been applied.

Local government funding of airport development projects can be derived from the following three basic sources:

- ☐ General Fund Revenues
- ☐ Bond Issues
- ☐ Airport Generated Revenues

General fund resources and general obligation bonds are the most common local funding sources. Revenue bonds supported by airport generated revenues are seldom used because most general aviation airports do not earn enough money to pay operating expenses in addition to the debt service on capital funding requirements.

Private Funding

Additional sources of revenue and assistance have historically been used at general aviation airports to fund or finance airport improvements. These funds are sometimes generated through public agencies in the form of donations, grants, leases, or other means such as:

- ☐ Private/Commercial Financing
- ☐ State rural/industrial bonds
- ☐ Residence lease/rental
- ☐ Bank loans
- ☐ Non-profit authorizations
- ☐ Business license tax

- ❑ Sale of land for commercial purposes
- ❑ Display/advertisement rental

Money from private sources has traditionally been used to construct hangar facilities, terminal buildings, install pilot equipment, and in some instances, has supported costs associated with runway and taxiway maintenance and repair projects. Private financing is common at general aviation airports that serve diverse proprietary needs, or are beyond the financial resources of the airport sponsor.

Funding Needs

Over the next 20 years, the approximate annual average cost to raise the level of performance of airports throughout Missouri would be at least \$35.5 million. Historically, when federal, State, and local funding sources are all considered, each year an average of \$23.6 million has been invested in airports in Missouri. This amount is almost \$11.9 million below the minimum annual amount that may be needed. A total estimated funding shortfall over the next 20 years of \$238 million could be expected.

The Missouri State Airport System Plan has identified costs that will be needed to elevate the overall performance of the State's airport system and enable individual airports in the system to fulfill their designated roles. The importance of Missouri's airports to the economics of the State and the cities and counties is undeniable. The system must be maintained and justifiably expanded to meet the needs of the aviation community but also the economic demands in the State.

NPIAS Recommendations

Airports included in the FAA's NPIAS are eligible to compete for project funding from the federal AIP. Currently there are 74 airports in Missouri that are included in the NPIAS. As Missouri grows and demand for aviation resources increases, the aviation system may also need to grow and expand.

The Missouri State Airport System Plan recommends that the FAA consider adding the following system airports to the NPIAS:

- ❑ Festus Memorial
- ❑ Lexington Municipal
- ❑ Monroe City Regional
- ❑ Roy Otten Memorial

As discussed in Chapter Six, these four airports currently meet the requirements set forth by the FAA for inclusion into the NPIAS based on the current and/or projected level of activity, are publicly owned, and are a minimum of 20 miles from an existing NPIAS facility.

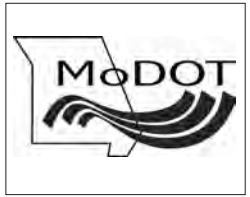
By being included in the NPIAS, these airports will become eligible to compete for federal grants from the FAA and may be eligible for up to \$150,000 in annual non-primary entitlement funding.

Additional Recommendations/Continuous Planning

The final section of this report identifies steps for evaluating progress of the system and providing sustainable planning. MoDOT's Aviation Section plans to revisit the findings from the System Plan at regular intervals. Monitoring performance over time will identify gaps and assist in developing strategies to meet the ongoing needs of the aviation system. As the system is monitored, further refinement to airport roles, as assigned in this plan, may be warranted.

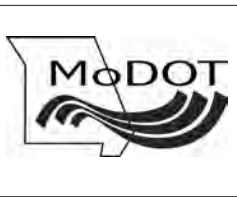
In their advisory circular on aviation system planning, the FAA recognizes the need for continuous planning as part of an effective system planning process. Continuous system planning is typically comprised of the following five elements:

- ❑ Surveillance
- ❑ Reappraisal
- ❑ Service and Coordination

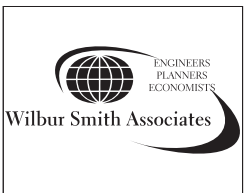


Chapter 8: System Plan Recommendations and Costs





Chapter 8: System Plan Recommendations and Costs



- ❑ Special Studies
- ❑ Updates

These five continuous planning elements, as they relate to the Missouri State Airport System Plan, are discussed in the following subsections.

Surveillance

Aviation is a dynamic and fluid industry, one that is constantly changing. As aviation changes, the system of airports supporting aviation demand will also continue to change. As part of the continuous planning process, surveillance is recommended as it relates to the demand components and to the facilities/services of the airports.

As part of the Missouri State Airport System Plan, data on a number of demand indicators for system airports have been assembled; these include statistics on the number of aircraft based at each airport in the system and total annual aircraft takeoffs and landings at each airport. As part of the continuous planning effort, the following actions should be considered:

Activity Indicators

- ❑ Missouri State Airport System Plan should use the base data on total annual operations and based aircraft that have been assembled and documented from the Missouri State Airport System Plan to establish an informational database. During airport inspections that MoDOT conducts at each airport every 3 years, updated information on total based aircraft and annual operational levels should be obtained.
- ❑ Follow-on activities for system airports on their specific operating fleets are also desirable. The future planning and development of all airports in the system is largely contingent on the specific types of aircraft operating at these airports. Ideally, the Aviation Section should work with and encourage system airports to keep an operational log, especially for transient (visitor) aircraft. Each airport's planning and development guidelines are determined by the most demanding/critical aircraft that operate at the airport on a regular basis. The FAA defines "regular basis" as being 500 total operations, or 250 landings and takeoffs per year. Each airport's airport reference code (ARC) is determined by its critical aircraft. To move up to a more demanding ARC, the FAA/MoDOT often requires documentation on critical aircraft operations. Logs and photo journals on the types of aircraft operating at each airport and the frequency of their operations are important to establishing future ARCs for all system airports. Therefore, this action is recommended as part of the continuous planning process for the Missouri State Airport System Plan.

Facilities/Services

- ❑ Airports within the Missouri aviation system will continue to develop between the completion of this update of the Missouri State Airport System Plan and the next update in five to seven years. System airports should be asked to provide MoDOT with a summary of major facility enhancements that are accomplished following the conclusion of this plan. Facilities that should be included in this reporting process include: runways (new and extended), taxiway improvements (in particular how they relate to new, upgraded, or lengthened parallel taxiways), airfield lighting and approach aids, and aircraft hangars.
- ❑ Specific service-related guidelines were also established in the Missouri State Airport System Plan, and a process to collect and update airport-specific services should be considered. In particular, information on fueling and FBO availability and services should be updated.

The Missouri State Airport System Plan has been accomplished using a performance-based approach to evaluate the State's airport system. The major output of this approach is a System "report card." This report card provides sustainability to the planning process. As part of the continuous planning effort, the system report card can be updated if MoDOT is able to refresh system data and information, particularly on activity and facilities/services.

Reappraisal

Airports in the system will continue to grow, and as they grow, conclusions drawn as part of this plan may need to be reevaluated. Two of the key system descriptors that need to be monitored as part of the continuous planning effort are airport-specific ARCs and demand/capacity ratios. These two factors were critical in the process to determine how well the system is performing; if these descriptors change over time, conclusions drawn in this plan may need to be reassessed.

As part of its follow-on activities, MoDOT should contact system airports at least annually to determine any changes or potential changes to each airport's ability to meet System Plan benchmarks as they relate to the Physical Performance Measure. As airports in the system complete various airfield-related projects, it is possible that their annual service volumes (ASV) may increase. Likewise, as demand (annual operations) at system airports continues to grow, airports may reach critical FAA demand/capacity ratios analyzed in the System Plan.

As part of the continuous planning process for the Missouri State Airport System Plan, an effort should be made to collect and maintain the following information:

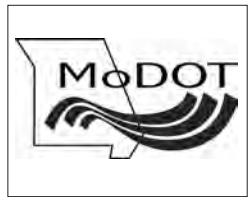
- ❑ Current and planned airport reference code (ARC)
- ❑ Current and planned annual service volume (ASV)
- ❑ Current annual operational demand
- ❑ Current demand/capacity ratio

These indicators for all system airports should ideally be reviewed and updated annually.

Service and Coordination

As part of the continuous planning process, there are appropriate follow-on coordination and communication activities. Some of these activities are between MoDOT and the system airports, some are between MoDOT and the FAA, while others are between the airports and MoDOT/FAA. Continuous planning efforts in this category may be summarized as follows:

- ❑ **Implementation Priorities** – The Missouri State Airport System Plan has established a hierarchy of priorities as they relate to performance measures/goals and study benchmarks. As system airports proceed with their individual development and planning, consideration should be given to projects needed to move the system toward target objectives established in the Missouri State Airport System Plan. Particular emphasis should be placed on projects needed to meet the Physical Performance Measure.
- ❑ **Security Issues** – It is recommended that MoDOT begin the process of formulating security guidelines for system airports. FAA, through the Transportation Security Administration (TSA), continues to examine and establish new security guidelines and requirements for the nation's commercial service and general aviation airports. As these security measures are formulated, follow-on efforts to ensure that the Missouri State Airport System Plan airports are in compliance with both State and federal security guidelines will be required. Final security guidelines and standards should be incorporated as new performance measures in the next update to the Missouri State Airport System Plan.
- ❑ **Intermodal Planning** – Intermodal planning emphasizes the transfer of goods and people among the modes of transportation in the most cost-effective and efficient manner possible. It also stresses a wide range of transportation options; intermodal planning should be integrated with other State and regional planning activities. As part of the continuous planning process for the Missouri State Airport System Plan, coordination with intermodal facets of the State's transportation system should consider technological changes, changes in ownership or operation of intermodal transfer facilities, changes in border area practices, and changes in national and/or regional economic conditions and practices.
- ❑ **Compatible Land Use Planning** – Many Missouri airports face intense pressure from surrounding land use and development that is not compatible with the airports' operation or development. As part of the continuous planning process, follow-on studies are recommended that can provide system airports and their sponsors and surrounding municipalities and communities

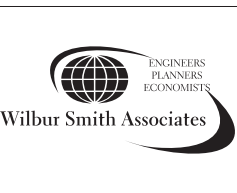


Chapter 8: System Plan Recommendations and Costs





Chapter 8: System Plan Recommendations and Costs



with the opportunity to address compatible land use planning in the airport environs. For airports in the Missouri system to continue to be a valuable and viable transportation and economic resource for Missouri, compatible land use planning is essential for all airports. As part of the continuous planning process, outreach to all communities and municipalities that neighbor system airports is critical.

Special Studies

Only one special study was identified during the system planning process, continuation of the Pavement Management Plan. One of the objectives for the Missouri State Airport System Plan is for all airports to have pavement be in "fair" condition at a minimum. A Pavement Management Plan is being conducted in concert with the System Plan and it is recommended that as pavement inspections and analysis are conducted at each airport that the goal for all primary runways should be to have a pavement condition index (PCI) of at least 70. To meet and maintain this objective, it is recommended that pavement management inspections be conducted on a continuous basis for the airports in Missouri. This process would identify current pavement condition, possible maintenance or rehabilitation projects, and costs attributable to each system airport.

Updates

As part of the continuous planning process, two types of updates are appropriate. These are updates to individual airport master plans and airport layout plans, and an update to the Missouri State Airport System Plan.

- ❑ **Master Plans and Airport Layout Plans** - The System Plan concluded that it was desirable for all airports to have current master plans and airport layout plans. It is recommended that each of the airports in Missouri update their master plans or airport layout plans every 7 to 10 years, or as conditions warrant.
- ❑ **Aviation System Plan** – The aviation system plan provides MoDOT with a blueprint for the development of the aviation system. As the aviation industry changes and the State's socio-economic and demographic characteristics evolve, the System Plan should again be updated. It is recommended that MoDOT consider updating the System Plan in 5-year intervals with the next update in the 2010-2011 timeframe. An update of the economic impact analysis would also be warranted during this timeframe.

Summary

Airports are critical transportation and economic resources to the State and to communities throughout Missouri. Airports are important economic catalysts that are critical to business development and retention. For Missouri to meet the vision that has been established for its system of public airports, there are many actions that may be considered. The Missouri State Airport System Plan provides the FAA, MoDOT, airports and communities throughout the State with a blueprint for the future.

Chapter 9: Economic Benefit

This chapter identifies and quantifies the economic benefits to the Missouri economy resulting from the daily operation of the State's system of public-use airports. These airports form an integral component of State's overall transportation system by providing a safe and efficient method for the movement of people and goods, and improving the quality of life of every citizen in the State. Missouri's public-use airports also serve as an important stimulus for economic growth and development throughout the State by generating revenues, wages, and jobs. Not only do the airports themselves generate economic benefits, but many non-aviation employers who rely on the Missouri airport system to support their daily business activities also contribute to building the State economy.

This element of the study was undertaken in order to more fully understand the relationship between the Missouri system of airports and the statewide economy. As the findings of this analysis demonstrate, many people beyond the immediate vicinity of each airport benefit from the daily aviation activity supported by the system, including commercial and industrial employers that use the airports as a means of shipping and receiving goods; businesses that base corporate aircraft at system airports; and hotels, restaurants, and other tourist-related establishments whose patrons use these airports to visit Missouri. The economic benefits of the airport system were determined using an FAA-approved method that has been applied to airport systems throughout the United States. Surveys, telephone interviews, airport visits, and modeling procedures were used to quantify the benefits of on-airport tenants, general aviation visitors, and non-aviation businesses that rely on these airports. This process produced estimates of expenditures, payroll, and employment attributable to the Missouri airport system.

Also presented in this chapter is a general overview of the economic benefits that are associated with commercial airline service in Missouri. In addition to the economic benefit of general aviation, the benefits of scheduled air carrier service were quantified for the applicable system airports. Although not included in the overall SASP, the general aviation and commercial air service activities at Kansas City International Airport and Lambert-Saint Louis International Airport were included in this chapter in order to more accurately present the total economic benefit of aviation in Missouri. North Central Missouri Regional Airport was not analyzed since it was not fully operational during the period of economic analysis.

The findings of this chapter were based on estimates of airport activity and spending levels for the 2002 calendar year. It is likely that the economic relationship between the Missouri airport system and the State's economy will strengthen as the number of visitors, aircraft operations, and based aircraft at Missouri airports increases.

Missouri Population, Gross State Product, and Employment

This section presents a general description of the overall employment characteristics of Missouri to provide a context for demonstrating the economic importance of the aviation industry to the State. A detailed socioeconomic analysis is presented in Chapter Two of this report.

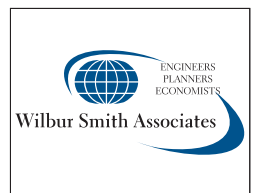
According to the U.S. Census Bureau, the total population of Missouri in 1990 consisted of 5,117,073 persons. By 2000, the population had grown to 5,595,211, representing a total increase of 9.3 percent, or an average annual growth rate of approximately 1.0 percent.

The Missouri Gross State Product in 2000 was more than \$177 billion, ranking 19th in the United States. Historically, the dominating sectors of the Missouri economy have been manufacturing and wholesale trade; however, the retail trade and service industries have increased their employment and production in recent years, consistent with national trends. In 2000, the civilian workforce in Missouri totaled more than 2.6 million workers. Over 800,000 of these workers, or nearly 32 percent of the workforce, were employed in management, professional, and related occupations, and over 700,000 workers, or 27 percent of the workforce, were employed in sales and office occupations.

Table 9-1 categorizes occupation and employment in Missouri for the year 2000.



Chapter 9: Economic Benefit





Chapter 9: Economic Benefit

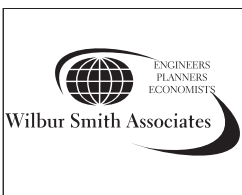


Table 9-1
Missouri Employment* by Occupation and Industry

OCCUPATION	EMPLOYMENT	PERCENT
Management, Professional, and Related occupations	836,005	31.5%
Service occupations	399,052	15.0%
Sales and Office occupations	714,303	26.9%
Farming, Fishing, and Forestry occupations	17,240	0.6%
Construction, Extraction, and Maintenance occupations	259,266	9.8%
Production, Transportation, and Material Moving occupations	432,058	16.2%
TOTAL	2,657,924	100%
INDUSTRY	EMPLOYMENT	PERCENT
Agriculture, Forestry, Fishing and Hunting, and Mining	58,415	2.2%
Construction	182,858	6.9%
Manufacturing	393,440	14.8%
Wholesale trade	97,021	3.7%
Retail trade	315,872	11.9%
Transportation and Warehousing, and Utilities	150,641	5.6%
Information	80,623	3.0%
Finance, Insurance, Real Estate, and Rental and Leasing	177,651	6.7%
Professional, Scientific, Management, Administrative, and Waste Management services	198,547	7.5%
Educational, Health, and Social services	541,715	20.4%
Arts, Entertainment, Recreation, Accommodation, and Food services	206,295	7.7%
Other services (except Public Administration)	132,940	5.0%
Public Administration	121,906	4.6%
TOTAL	2,657,924	100%

Source: U.S. Census Bureau, Census 2000

*Employed civilian population 16 years of age and older

Also displayed in Table 9-1 is employment by industry. In 2000, the educational, health, and social services sector was the largest employer with more than 500,000 workers, or 20 percent of the Missouri workforce, and the manufacturing sector employed approximately 400,000 workers, or 15 percent of the Missouri workforce.

Methodology

The economic benefits produced by the Missouri airport system were determined by using survey data and data from an input-output model that estimates purchases and sales between the various sectors of the economy. This model incorporates multipliers and data tables specific to Missouri and requires direct benefit estimates for three separate components of the economy, as follows:

- ❑ **Employment** – Employment is based on full-time equivalent positions. For example, two part-time employees were assumed to equal one full-time employee.
- ❑ **Payroll** – Payroll is the annual salary and benefits paid to employees.
- ❑ **Output (Spending)** – Output for an on-airport tenant is commonly assumed to be the sum of average annual capital expenditures and annual gross sales. Since government tenants typically do not generate sales, this assumption must be modified such that output is derived from the sum of average annual capital expenditures, operating expenses, and payroll.

The model also includes three categories to assess the economic benefits associated with on-airport tenants and general aviation visitors, including:

- ❑ **First-Round Benefits** – First-round benefits include both direct and indirect impacts. Direct impacts are the benefits associated with businesses located at the airport, which are directly related to the provision of general aviation services. Direct impacts include the employment, payroll, and spending of businesses such as fixed base operators (FBOs), flight schools, government entities, and others.

Indirect impacts occur as a result of air travel, but generally take place off-airport. These impacts are attributed to the expenditures of visitors who arrive in Missouri via air travel.

Visitor expenditures support employment and payroll in the service sector, such as lodging, food and beverage, retail, and entertainment. Visitor spending for aviation-related goods and services is not accounted for in the visitor expenses; instead, it is included in the appropriate tenant's gross sales.

For this study, first-round benefits were identified through survey efforts as well as interviews with various airport managers throughout the Missouri airport system.

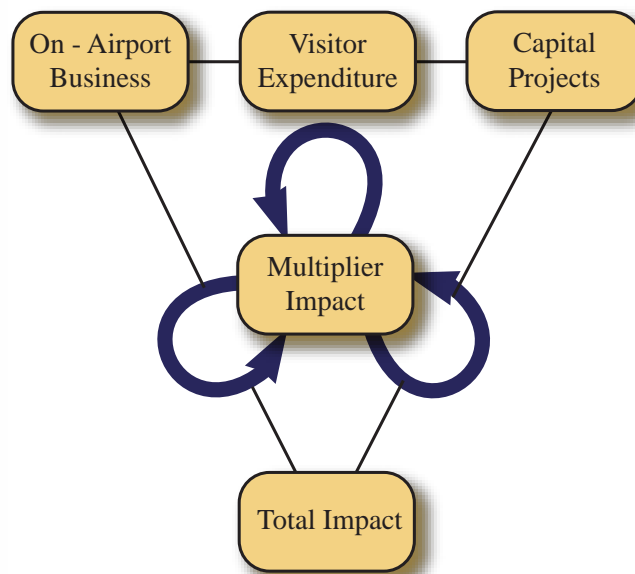
- ❑ **Secondary Benefits** – Secondary benefits consist primarily of induced impacts. Induced impacts are benefits that result from the recirculation of direct and indirect impacts within the economy. This recirculation is typically referred to as the multiplier effect. For example, as an airport employee spends his or her salary for housing, food, and services, those expenditures circulate through the economy leading to additional spending, payroll, and employment in Missouri. For each round of spending beyond the first round, a share of the re-spending occurs outside of the area. This is considered economic leakage, and therefore is not included in the statewide multiplier.

Because secondary benefits are not quantified as easily as first-round benefits, a reliable method of estimating induced impacts must be applied. For this study, the Impact Analysis for Planning (IMPLAN) model was used to measure the multiplier effect and determine secondary benefits. This model is considered to be a standard method for evaluating the financial impacts of public facilities, and has been used to approximate the economic benefits associated with airports and airport systems nationwide. The model contains a detailed database of economic multipliers for estimating the induced impacts associated with first-round on-airport and visitor spending.

- ❑ **Total Benefits** – Total benefits are the sum of all first-round and secondary economic activities associated with an airport or an airport system.

A graphic representation of the relationship between first-round and secondary benefits is displayed in Exhibit 9-1.

**Exhibit 9-1
The Multiplier Effect**



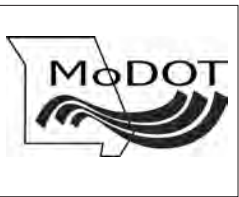
Required Data for the Modeling Process

Several data collection methods were used to acquire information pertaining to economic activities occurring at Missouri airports to be used as input in the economic model. First-round benefit data was collected throughout the system by surveying and/or interviewing the following groups of people:



Chapter 9: Economic Benefit





Chapter 9: Economic Benefit



- ❑ On-Airport Tenants – This group consists of aviation-related businesses such as FBOs, flight schools, government entities, and others. Government entities include public airport sponsors, MoDOT, FAA, and various other public agencies.
- ❑ General Aviation Visitors – Benefits associated with general aviation are generated by non-local passengers arriving via private or corporate aircraft. For this study, general aviation visitors were assumed to be associated with the portion of each airport's itinerant general aviation activity that is truly transient (or visiting) in nature. The first-round benefits of this group were identified through survey efforts conducted in cooperation with managers and/or FBOs at various Missouri airports, and by using industry averages.

To estimate secondary benefits, IMPLAN multipliers were applied to the first-round benefits that were established during the data collection process. Survey data was used to approximate all first-round benefits to ensure a high level of confidence in the results.

Data Collection

The first-round benefits for each type of airport user, including tenants, general aviation visitors, and non-aviation businesses, were established through an extensive survey process. This is a critical component for the development of the final economic benefit estimates, since estimates of secondary benefits are driven by estimates of first-round benefits. The following sections describe the methods that were used to collect information from each type of airport user.

Airport Tenants

Airport sponsors and owners were contacted to provide information for each airport tenant. Airport tenants with employees present at a Missouri system airport were contacted in order to collect data pertaining to their economic activity. Surveys were distributed and, if needed, follow-up telephone calls were made to encourage responses and to verify information. To facilitate data interpolation, the tenants at each airport were categorized as follows:

- ❑ Agriculture
- ❑ Air Cargo
- ❑ Aircraft Maintenance
- ❑ Airline
- ❑ Auto Rental
- ❑ Concession
- ❑ Corporate Operations
- ❑ FBO
- ❑ Flight Instruction
- ❑ Government (Federal/State)
- ❑ Local Government
- ❑ Military
- ❑ Non-Aviation
- ❑ Other Aviation

The tenant survey requested the following information:

- ❑ The type of aviation activity conducted by the business tenant
- ❑ The number of full-time and part-time personnel employed at the airport by the business tenant
- ❑ The total annual wages and benefits paid to on-airport employees
- ❑ The total amount the business tenant spent for capital improvements at the airport

- ❑ The total operating expenses (excluding the previously identified payroll and capital improvements)
- ❑ The business tenant's total gross sales at the airport

Although a survey response rate of 100 percent was desired, some tenants were not willing to participate, or participated only partially. Telephone calls to non-respondents were attempted in an effort to obtain a higher response rate for on-airport tenant employment information. Additionally, the direct employment data for each airport was mailed to the airport sponsors for confirmation, and was also reviewed by MoDOT prior to the continuation of the analysis. For those tenants that did not provide detailed information for payroll and output, interpolated estimates were developed using ratios of payroll per employee and output per employee. The interpolated figures were developed from the data of those Missouri business tenants that did respond to the survey, regional and national averages, and interpolated data from previous economic studies.

Following the data interpolation process, tenants were grouped according to their North American Industry Classification System (NAICS) sector based on their business activity. For example, aircraft maintenance facilities, flight schools, and FBOs were combined in the Air Transportation NAICS category. Classifying tenants this way assists with estimating secondary benefits during the subsequent modeling procedures.

General Aviation Visitors

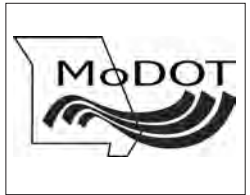
The economic activity generated by general aviation visitors in Missouri was established by surveying transient pilots and passengers. These surveys were delivered to airport sponsors and FBO managers throughout the State airport system. The survey requested the following information:

- ❑ The airport where the survey was received
- ❑ The number of travelers in the aircraft
- ❑ The type of aircraft
- ❑ The purpose of the trip
- ❑ The length of stay in the airport vicinity
- ❑ The estimated expenditures during the trip
- ❑ Where the aircraft is based
- ❑ The approximate number of annual trips in general aviation aircraft made by the pilot for business, pleasure, and training purposes
- ❑ Further comments regarding the value of the Missouri airport system to the pilot and his/her business

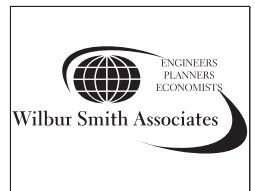
Unless otherwise specified by airport sponsors, estimates of transient aircraft operations were determined for each airport in the Missouri system based on itinerant operations. Itinerant operations are defined as non-training flights that enter or leave an airport's airspace, whereas true transient flights are assumed to have departed from an airport at least 150 miles away from the destination airport. Approximately one-third of all itinerant operations are considered to be true transient flights. Based on survey data and regional and national averages, a visiting general aviation aircraft was estimated to arrive at an airport with an average of 3.1 passengers staying 1.9 days, with each passenger spending approximately \$41 per day on non-aviation goods and services.

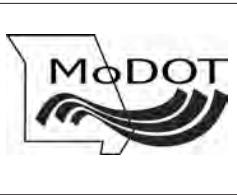
Following is an example of how overall general aviation visitor impacts were calculated:

- ❑ The number of itinerant general aviation arrivals was estimated using data obtained from airport management estimates, air traffic control tower counts, FAA Airport Master Records (Form 5010-1), and other sources. For example, if an airport has 60,000 annual itinerant operations (which includes arrivals and departures), dividing this number by two yields 30,000 annual itinerant arrivals. It is estimated by the Aircraft Owners and Pilots Association (AOPA) that approximately 33 percent of itinerant arrivals at general aviation airports are

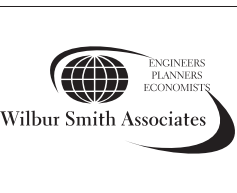


Chapter 9: Economic Benefit





Chapter 9: Economic Benefit



true transients; therefore, 33 percent of 30,000 itinerant arrivals equals roughly 10,000 true transient arrivals, or

$$30,000 \text{ itinerant arrivals} \times 33 \text{ percent} = 10,000 \text{ true transient arrivals.}$$

- ❑ The findings from the transient pilot survey regarding average trip length and average number of aircraft occupants (3.1 passengers staying 1.9 days) were then applied to the estimates of true transient arrivals to determine the total general aviation visitor days at each airport, or

$$10,000 \text{ arrivals} \times 1.9 \text{ days} \times 3.1 \text{ passengers} = 58,900 \text{ total visitor days.}$$

- ❑ In order to calculate the benefit that these visitors have on the Missouri economy, it was necessary to estimate the average daily expenditures of each visitor. The value of the typical visitor expenditure (\$41) was then applied to the estimated number of visitor days to produce direct general aviation visitor expenditures (output), or

$$58,900 \text{ days} \times \$41 = \$2,414,900 \text{ of direct visitor output at the example airport.}$$

- ❑ To determine direct payroll and employment benefits, multiplier ratios based on \$1 million of output were used for each industry category. In other words, ratios developed by the input-output model indicate that for every \$1 million of direct general aviation visitor output, approximately 25.6 full-time positions in other industries are created. Most of these jobs are included in the service and retail sectors. Visitors using general aviation at this example airport would then support approximately 62 full-time positions, or

$$\$2,414,900 \text{ direct visitor output} / \$1,000,000 \times 25.6 \text{ full-time positions} = 62 \text{ full-time positions.}$$

- ❑ The average statewide salary for service/retail industries (\$20,250) was then applied to the estimate of employment to calculate the direct payroll benefits associated with general aviation visitors. In this example, visitor-related direct payroll created by the 62 full-time positions is estimated to total approximately \$1.3 million, or

$$62 \text{ full-time jobs} \times \$20,250 \text{ average direct payroll} = \$1,255,500 \text{ total general aviation visitor payroll.}$$

Tables 9-2 and 9-3 summarize the estimated general aviation operations and visitor benefits for the Missouri airport system in 2002. The operational and visitor data for each system airport is included in Appendix A of this report.

Table 9-2
2002 General Aviation Operations

	2002 TOTAL	2002 ITINERANT	2002 PERCENT ITINERANT
Commercial Service Airports Total	190,039	132,348	69.6
General Aviation Airports Total	1,294,115	638,464	49.3
TOTAL	1,484,154	770,812	51.9

Table 9-3
Estimated General Aviation Visitor Expenditures

	ESTIMATED TRUE TRANSIENT ARRIVALS	ESTIMATED GENERAL AVIATION VISITORS	TOTAL ANNUAL NUMBER OF DAYS STAYED	ANNUAL GENERAL AVIATION VISITOR EXPENDITURES
Commercial Service Airports Total	21,850	67,730	128,680	\$5,275,900
General Aviation Airports Total	116,640	361,680	704,610	\$39,671,000
TOTAL	138,490	429,410	833,290	\$44,946,900

Non-Aviation Businesses

The economic benefits associated with aviation in Missouri extend beyond visitors and on-airport business tenants. Many Missouri businesses depend on the transportation efficiency provided by aviation for the movement of people and goods. Consequently, additional employment benefits from "value-added" impacts are associated with air transportation. A survey was developed to collect data from non-aviation businesses throughout the State in order to identify these value-added benefits.

The survey requested the following information:

- ❑ The location of the company
- ❑ The primary product or service provided by the company
- ❑ The system airports used by the company for business purposes
- ❑ The company's use of air cargo/package express services for transmitting business materials
- ❑ The company's total employment in Missouri
- ❑ The company's annual payroll and gross sales in Missouri
- ❑ The percentage of the company's business activity dependent on aviation services
- ❑ The importance of various factors to the location of the business

The target sample population for this survey consisted of manufacturing and service companies considered to be likely users of aviation. The results of this survey are presented in a subsequent section of this chapter.

Impact Multipliers

As discussed, the first-round benefits associated with the Missouri system of airports were identified through an extensive survey process. As these first-round benefits are introduced, they circulate among other sectors of the economy, thereby generating additional spending and re-spending. This is commonly referred to as the multiplier effect. For this study, the multiplier effect is referred to as secondary benefits.

Secondary benefits occur as a result of interdependencies within an economic system. For example, the operation of an airport requires input in the form of equipment, supplies, and maintenance, resulting in increased sales and production for the businesses that provide these products. Input is also required for the production of these goods and services. The total requirement for goods and services is a multiple of the direct needs of Missouri airports, hence the term "multiplier".

The multipliers were derived from the IMPLAN model and were developed specifically to measure economic benefits in the State of Missouri. **Table 9-4** presents a simplified version of the multipliers used in this analysis.

Table 9-4
Total Weighted Average Impact Multipliers

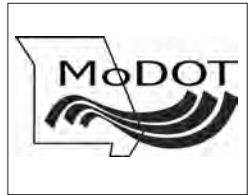
STANDARD INDUSTRIAL CLASSIFICATION	TOTAL EMPLOYMENT MULTIPLIER	TOTAL PAYROLL MULTIPLIER	TOTAL OUTPUT MULTIPLIER
Aviation-Related Tenant Multipliers ¹	1.84	1.59	1.63
Government Tenant Multipliers ²	1.87	1.66	1.80
Visitor Multipliers ³	1.37	1.68	1.75

Source: IMPLAN Input-Output Tables, 2003

1. Aviation-Related multipliers are the weighted average of the Air Transportation and Aviation Maintenance industries.

2. Government Tenant multipliers are the weighted average of the New Industrial & Commercial Construction, Maintenance, and Repair, and Engineering and Architecture industries.

3. General Aviation Visitor multipliers are the weighted average of the Lodging, Food & Drink, Retail, and Automobile Rental industries.

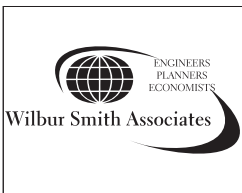


Chapter 9: Economic Benefit





Chapter 9: Economic Benefit



The multipliers in Table 9-4 were used to estimate secondary benefits. For example, \$100 in direct output in the aviation-related tenant sector creates secondary output equivalent to \$63. Similarly, 100 government employees results in a secondary benefit of 87 employees in all sectors of the economy.

Although survey data was used to estimate the direct output of on-airport tenants, it was not possible to determine the actual payroll and employment figures associated with visitor activities. The IMPLAN model incorporates multipliers that estimate these economic contributions based on estimates of visitor output.

The Economic Benefit Of The Missouri Airport System

The Missouri airport system accommodates the State's aviation needs and contributes jobs, payroll, and output to the economy. At many of the airports, business tenants are engaged in aviation-related activities. The economic benefits of these tenants and their activities, as well as the economic benefits of visitors who use general aviation aircraft and facilities, were included in this analysis.

The Missouri Department of Transportation estimates that, in 2002, there were approximately 4,000 based general aviation aircraft and over 1.4 million total general aviation operations at its public-use system airports. Although many air travel visitors arrive in Missouri via a commercial air carrier, a significant number of visitors arrive in business and private general aviation aircraft. More than 386,000 visitors (representing approximately 734,000 visitor days) are estimated to have traveled to Missouri in general aviation aircraft in 2002. Air travel visitors create direct jobs and payroll in all sectors of the State's economy through their expenditures for goods and services.

The following sections summarize the employment, payroll, and output benefits attributable to general aviation activity at Missouri system airports. The economic benefit of each system airport appears in Appendix A. For airports with only one "for-profit" tenant, the payroll and output benefits for tenants and visitors are not presented in order to maintain confidentiality; however, the total airport benefits are present in the appendix.

Employment Benefits

For the purposes of this study, employment estimates were based on "full-time equivalent" (FTE) positions, where two part-time jobs are generally assumed to equal one full-time job. Employment benefits were determined for on-airport tenants, as well as for visitors.

Tenant Employment

The findings of the study indicate that the on-airport, aviation-related tenant categories employing the most workers in 2002 were government entities, FBOs, and aircraft maintenance facilities. Also included in this analysis are the full- and part-time military personnel and military-related civilian personnel of aviation-related military units.

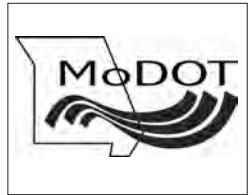
It is estimated that the direct tenant employment attributable to general aviation in 2002 totaled over 5,100 jobs. This figure does not include employment associated with the non-aviation businesses that are located at various airports throughout the system. For example, workers at an airport industrial park who are employed by a business that is not related to general aviation or the provision of services to general aviation users are not included in this estimate.

As a result of direct tenant employment, the multiplier effect added more than 4,350 additional full-time positions to the Missouri workforce; thus, the total (direct and secondary) tenant employment contribution of the Missouri system of airports to the State economy was nearly 9,475 full-time positions.

The tenant employment attributable to on-airport, aviation-related tenants in the Missouri system of airports are displayed in **Table 9-5**.

**Table 9-5
On-Airport Tenant Employment**

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	1,847.0	1,577.5	3,424.5
General Aviation Airports Total	3,275.5	2,773.5	6,049.0
TOTAL	5,122.5	4,351.0	9,473.5



General Aviation Visitor Employment

Visitors that travel to Missouri via general aviation aircraft normally spend money during their visit, thereby supporting additional employment. Visitor-related jobs were determined by first estimating the number of general aviation visitors arriving in Missouri, then identifying typical spending trends. The direct employment associated with general aviation visitors benefits a variety of sectors in the economy; however, the majority of these jobs are attributed to the lodging, food and drink, recreation and entertainment, and retail sectors. The direct employment supported by general aviation visitors was estimated to be over 1,150 full-time positions in 2002, and the secondary benefits attributed to visitor expenditures added approximately 420 positions. The total employment generated by general aviation visitors was approximately 1,575 full-time positions. These jobs are in addition to the aforementioned tenant employment. **Table 9-6** presents the estimated employment benefits associated with Missouri general aviation visitors.

**Table 9-6
Visitor Employment**

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	135.0	50.0	185.0
General Aviation Airports Total	1,015.5	374.0	1,389.5
TOTAL	1,150.5	424.0	1,574.5

Chapter 9: Economic Benefit

Total Employment

Combined, on-airport tenants and general aviation visitors at Missouri system airports were estimated to have generated approximately 6,275 full-time positions in 2002 and the multiplier effect was estimated to have added more than 4,775 additional positions, totaling over 11,050 full-time jobs. The total number of full-time positions attributable to general aviation at Missouri's public-use airports is estimated in **Table 9-7**.

**Table 9-7
Total Employment**

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	1,982.0	1,627.5	3,609.5
General Aviation Airports Total	4,291.0	3,147.5	7,438.5
TOTAL	6,273.0	4,775.0	11,048.0



Payroll Benefits

The employment supported by the State system of public-use airports introduces payroll expenditures into the Missouri economy. The payroll benefits associated with the previously identified employment are discussed in the following sections.

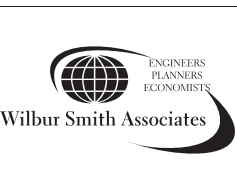
Tenant Payroll

Table 9-8 displays the tenant payroll estimates associated with the Missouri system of airports. Statewide direct payroll benefits totaled over \$200.7 million in 2002. The additional payroll attributable





Chapter 9: Economic Benefit



to secondary benefits accounted for more than \$123.8 million; therefore, the total economic benefit of general aviation tenant payroll in Missouri was estimated at over \$324.5 million.

Table 9-8
On-Airport Tenant Payroll

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	\$ 69,421,100	\$ 42,973,000	\$ 112,394,100
General Aviation Airports Total	\$ 131,299,600	\$ 80,841,600	\$ 212,141,200
TOTAL	\$ 200,720,700	\$ 123,814,600	\$ 324,535,300

General Aviation Visitor Payroll

The direct payroll benefits, which include the salaries and benefits paid to workers employed at visitor-related businesses and other industries that service general aviation visitors, were estimated at nearly \$23.3 million. Additionally, approximately \$15.9 million in payroll was attributable to secondary benefits, resulting in a total general aviation visitor payroll of \$39.2 million. **Table 9-9** displays the 2002 estimated visitor-related payroll benefits.

Table 9-9
Visitor Payroll

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	\$ 2,733,900	\$ 1,865,500	\$ 4,599,400
General Aviation Airports Total	\$ 20,564,700	\$ 14,032,900	\$ 34,597,600
TOTAL	\$ 23,298,600	\$ 15,898,400	\$ 39,197,000

Total Payroll

Table 9-10 presents the estimated total payroll benefit of on-airport tenants and general aviation visitors in 2002. Missouri's system of public-use airports generated over \$224.0 million in direct payroll, and approximately \$139.7 million in secondary payroll benefits. Combined, the direct and secondary payroll benefits associated with airport tenants and general aviation visitors totaled more than \$363.7 million.

Table 9-10
Total Payroll

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	\$ 72,155,000	\$ 44,838,500	\$ 116,993,500
General Aviation Airports Total	\$ 151,864,300	\$ 94,874,500	\$ 246,738,800
TOTAL	\$ 224,019,300	\$ 139,713,000	\$ 363,732,300

Output Benefits

As stated previously, tenant output is commonly assumed to be the sum of average annual capital expenditures and annual gross sales. Since government tenants typically do not generate sales, their output is derived from the sum of average annual capital expenditures, payroll, and operating expenses. As on-airport tenants spend money, their expenditures filter through the economy. For example, if an FBO constructs a hangar at an airport, a significant amount of money would be spent in the local economy for construction materials, labor, and other related services. The output of general aviation visitors is considered to be the expenditures made during their visits.

The following sections present the estimated output of general aviation in Missouri.

Tenant Output

The total direct output of on-airport tenants was estimated at over \$618.6 million, and secondary benefits were estimated to account for more than \$423.1 million. Combined, the estimated direct and secondary output benefits of airport tenants totaled over \$1.0 billion. **Table 9-11** displays the direct, secondary, and total tenant output of Missouri public-use airports.

Table 9-11
On-Airport Tenant Output

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	\$ 196,726,200	\$ 139,876,200	\$ 336,602,400
General Aviation Airports Total	\$ 421,891,300	\$ 283,271,700	\$ 705,163,000
TOTAL	\$ 618,617,500	\$ 423,147,900	\$ 1,041,765,400

General Aviation Visitor Output

The direct output of general aviation visitors is typically comprised of expenditures for food and beverages, lodging, retail, entertainment, and other related services. The total direct output of general aviation visitors was estimated at approximately \$44.9 million, and secondary output added \$33.5 million. In total, visitors arriving in Missouri via general aviation aircraft were responsible for more than \$78.4 million in output in 2002 (see **Table 9-12**).

Table 9-12
Visitor Output

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	\$ 5,275,900	\$ 3,931,500	\$ 9,207,400
General Aviation Airports Total	\$ 39,671,000	\$ 29,562,500	\$ 69,233,500
TOTAL	\$ 44,946,900	\$ 33,494,000	\$ 78,440,900

Total Output

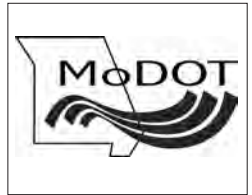
The total direct output was estimated at nearly \$663.6 million, and secondary benefits were estimated at over \$456.6 million; thus, the total output of general aviation in Missouri in 2002 was more than \$1.1 billion. **Table 9-13** presents the total combined benefits of tenant and visitor output.

Table 9-13
Total Output

	DIRECT	SECONDARY	TOTAL
Commercial Service Airports Total	\$ 202,002,100	\$ 143,807,700	\$ 345,809,800
General Aviation Airports Total	\$ 461,562,300	\$ 312,834,200	\$ 774,396,500
TOTAL	\$ 663,564,400	\$ 456,641,900	\$ 1,120,206,300

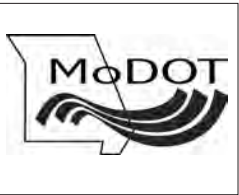
The Economic Benefit of Commercial Air Service in Missouri

In addition to supporting general aviation activities, the commercial airports in Missouri accommodate millions of passengers annually who travel via scheduled air service. **Table 9-14** presents the 2002 annual commercial passenger activity in Missouri.



Chapter 9: **Economic Benefit**





Chapter 9: Economic Benefit

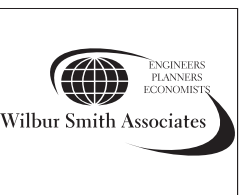


Table 9-14
2002 Commercial Service Passengers

ASSOCIATED CITY	AIRPORT NAME	2002 TOTAL COMMERCIAL SERVICE ENPLANEMENTS
Cape Girardeau	Cape Girardeau Regional	7,331
Columbia	Columbia Regional	16,411
Joplin	Joplin Regional	22,900
Kansas City	Kansas City International	5,425,650
Kirksville	Kirksville Regional	1,981
Saint Louis	Lambert-Saint Louis International	12,412,120
Springfield	Springfield-Branson Regional	279,500
Waynesville	Waynesville (Regional Airport at Forney Field)	5,739
Missouri Commercial Service Total		18,171,632

Source: FAA, APO Terminal Area Forecast, 2002

The economic benefits of commercial air service tenants are a result of the employment, payroll, and output benefits associated with the enplanement and deplanement of passengers at Missouri commercial service airports. Scheduled service airlines employ a significant number of workers such as pilots, flight attendants, customer service representatives, baggage handlers, and others to facilitate their Missouri operations. Additionally, many off-airport businesses provide services and/or supplies to air carriers. Consequently, the employment, payroll, and output benefits attributable to commercial service airport tenants extend beyond airport boundaries resulting in benefits throughout regional economies and the entire State.

The arrival of commercial service visitors, whether traveling for business or pleasure, results in additional spending for products and services such as hotels, transportation, food and beverages, entertainment, and retail purchases. This spending supports many service-related and tourism positions, and also produces successive waves of employment, payroll, and output as it circulates through the Missouri economy.

In 2002, the commercial air service industry provided a total of approximately 138,500 jobs, more than \$3.3 billion in payroll, and nearly \$8.4 billion in economic output in Missouri. **Table 9-15** presents these findings.

Table 9-15
Commerical Air Service Benefits

	DIRECT	SECONDARY	TOTAL
Employment	80,357.0	58,142.5	138,499.5
Payroll	\$ 1,892,550,300	\$ 1,413,509,000	\$ 3,306,059,300
Output	\$ 4,543,528,050	\$ 3,812,439,950	\$ 8,355,968,000

The Business Use of Missouri Airports

The aviation activities supported by Missouri airports are essential to economic vitality. Numerous businesses throughout the United States, including those whose products and services are not aviation-related, depend on air service to enhance their efficiency and productivity. Without the system of airports, Missouri would be incapable of effectively participating in the global community and marketplace, as aviation enables the efficient movement of people and goods to markets around the world. Often, there are no practical alternatives to air transportation; thus, access to safe, rapid, and efficient transportation allows businesses to generate sales, increase production, and maximize productivity. Competitive growth in the global and domestic economies is becoming increasingly more dependent on aviation. Without the availability of the Missouri airport system, the productivity and employment levels of many employers would be adversely impacted.

Many of the nation's leading employers that use general aviation as a business tool are members of the National Business Aircraft Association (NBAA). The NBAA's Business Aviation Fact Book 2002 indicates that more than 70 percent of all companies included in the Fortune 500 operate business

aircraft. Additionally, 89 companies included in the Fortune 100 operate general aviation aircraft. According to the NBAA, businesses that operate aircraft consistently outperformed non-operators in key economic performance measures such as annual sales volume, number of employees, value of assets, stockholder's equity, and annual income.

Business use of general aviation aircraft can range from the rental of small single-engine aircraft to multiple aircraft corporate fleets that are supported by dedicated flight crews and mechanics. The use of general aviation aircraft allows employers to efficiently transport priority personnel and cargo. Businesses use general aviation aircraft to link multiple office locations and to reach existing and potential customers. The use of business aircraft by smaller companies has escalated as fractional ownership, chartering, leasing, time-sharing, and partnership contracts have emerged. The flexibility of a company to use general aviation airports that are located closer to one's destination, as opposed to using highly congested commercial service airports, is a vital part of the utility of general aviation aircraft. In fact, many business aircraft operators prefer to use reliever airports in major metropolitan areas instead of airline hubs. Similarly, many of the more popular U.S. airports, in terms of general aviation itinerant operations, have little or no commercial airline service available.

Businesses typically choose to use general aviation because it is a safe, efficient, flexible, and reliable mode of transportation. Of all the benefits provided to businesses by general aviation, flexibility is the highest ranked factor by all companies that use general aviation aircraft. The NBAA reports that, while there are many reasons that businesses use general aviation in their daily operation, the top ten are as follows:

- ☐ Flexibility
- ☐ Time savings
- ☐ Reliability
- ☐ Safety
- ☐ Improved marketing efficiency
- ☐ Facility/Branch office control
- ☐ Personnel development training
- ☐ Privacy and comfort
- ☐ Efficiency
- ☐ Security

One additional benefit that is becoming increasingly important to both employers and employees using general aviation aircraft for business travel is that it minimizes the number of non-business hours away from home. With flexible scheduling, employees are able to travel to and from their destination in less time than would be required by a traditional commercial service airline schedule. The impact that minimizing non-business time away from home has on employee morale and productivity is immeasurable, yet increasingly important.

Survey of Missouri Businesses

Approximately 4,000 businesses throughout Missouri were surveyed to determine their dependence on aviation. The businesses included in the survey were randomly selected from a collection of businesses in the manufacturing, transportation, telecommunications, engineering/consulting, and utility sectors. The sectors targeted for this analysis represent those industries with a propensity to use aviation.

According to the survey results, many Missouri businesses depend on the airport system on a daily basis. In general, businesses indicated that, without access to general aviation, they would be forced to reduce employment or possibly relocate to an area with adequate access. Approximately 14 percent of all survey respondents indicated that their company either owns, leases, or charters general aviation aircraft to conduct business.

Each surveyed business was asked to provide information pertaining to its reliance on general aviation for employment and sales. Due to the number and variety of surveyed businesses, it was impossible to determine precisely the value-added benefits derived from the use of the airport system. However,



Chapter 9: Economic Benefit





Chapter 9: Economic Benefit



it was possible to estimate the importance of aviation to non-aviation businesses included in specific economic sectors.

Non-aviation business respondents were asked to estimate the percentage of their Missouri business activity dependent on the availability of general aviation. Surveyed employers estimated that approximately 11 percent of their business is somewhat dependent on the provision of general aviation services.

This survey focused on the types of businesses that are likely to use aviation services; thus, businesses that were surveyed included those designated in the NAICS as Manufacturing, Transportation, Communications, Utilities, Finance, Insurance, and Real Estate.

The business survey concluded with asking respondents, if they were to consider relocating or expanding, to rank the importance of various factors. Overall, the availability of a commercial service airport ranked sixth in importance, while proximity to general aviation facilities ranked tenth. Convenient highway access, available labor supply, and availability of a trained workforce ranked first, second, and third, respectively. Following are the location factors, in order of their overall rank, from the business survey:

- ☐ Convenient highway access
- ☐ Available labor supply
- ☐ Trained work force
- ☐ Tax incentives
- ☐ Proximity of suppliers
- ☐ Commercial service airport
- ☐ Academic or cultural centers
- ☐ Urban business district
- ☐ Raw materials
- ☐ General aviation airport
- ☐ Natural resources
- ☐ Water transportation facilities
- ☐ Historic location
- ☐ Rail transportation facilities

Following is a general summary of the business survey results:

- ☐ Approximately 14 percent of the survey respondents indicated that they own, lease, or charter general aviation aircraft to support their business activities.
- ☐ Approximately 73 percent of the survey respondents indicated that they use air cargo/package express for transmitting business materials.
- ☐ More than 6,700 annual general aviation, business-related landings at Missouri airports are conducted by survey respondents.
- ☐ Approximately 32,500 full-time equivalent employees were represented in respondent businesses.
- ☐ The responding companies estimated that approximately 11 percent of their Missouri business activities depend on the provision of general aviation services.
- ☐ Survey respondents ranked convenient highway access, available labor supply, and availability of a trained workforce first, second, and third, respectively, in order of importance when considering factors for relocation or expansion.

Conclusions

The Missouri's public-use airports, ranging in size and complexity, represent a major industry in the State. These facilities are commonly overlooked by the general public; however, when the benefits

of the Missouri system are considered, it becomes evident that the airports are significant economic contributors.

This chapter has identified the benefits of the Missouri airport system in terms of the employment, payroll, and fiscal output activity attributable to the airports and their associated activities. Intensive survey efforts were conducted in order to gather information related to the economic activities of airport operators, tenants, users, and visitors. The data was then analyzed in an input-output model that measured the extent of the benefits of aviation businesses and visitors to the Missouri economy.

The sum of the direct and secondary benefits associated with general aviation activity at Missouri airports is considerably larger than many other industries in the State. Overall, it is estimated that general aviation produced over \$1.1 billion in total economic output in Missouri in 2002. **Table 9-16** summarizes of the quantitative findings of this analysis.

Table 9-16
2002 Summary of Total General Aviation Benefits

	DIRECT	SECONDARY	TOTAL
Employment	6,273.0	4,775.0	11,048.0
Payroll	\$ 224,019,300	\$ 139,713,000	\$ 363,732,300
Output	\$ 663,564,400	\$ 456,641,900	\$ 1,120,206,300

The data presented in Table 9-16 represents only those benefits associated with general aviation activity in Missouri. The estimated total economic benefit of aviation in Missouri, which includes both general aviation and commercial air service, is displayed in **Table 9-17**.

Table 9-17
2002 Summary of Total Aviation Benefits

	DIRECT	SECONDARY	TOTAL
Employment	86,630.0	62,917.5	149,547.5
Payroll	\$ 2,116,569,600	\$ 1,553,222,000	\$ 3,669,791,600
Output	\$ 5,207,092,450	\$ 4,269,081,850	\$ 9,476,174,300



Chapter 9: Economic Benefit



Appendix A

Table A-1
2002 General Aviation Operations

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	ESTIMATED GA OPERATIONS	% ITINERANT	ESTIMATED ITINERANT GA OPERATIONS	ESTIMATED TRUE TRANSIENT ARRIVALS
Commercial Service Airports						
16	Cape Girardeau	Cape Girardeau Regional	24,672	67.0%	16,524	2,730
23	Columbia	Columbia Regional	31,337	74.2%	23,262	3,840
44	Joplin	Joplin Regional	36,894	62.7%	23,137	3,820
NA	Kansas City	Kansas City International	8,793	98.9%	8,697	1,440
49	Kirksville	Kirksville Regional	10,187	21.5%	2,187	360
NA	Saint Louis	Lambert-Saint Louis International	24,122	99.5%	24,001	3,960
99	Springfield	Springfield-Branson Regional	52,943	63.2%	33,449	5,520
112	Waynesville	Waynesville (Regional Airport at Forney Field)	1,091	100.0%	1,091	180
Commercial Service Airports Total			190,039	69.6%	132,348	21,850
General Aviation Airports						
1	Albany	Albany Municipal	4,940	30.0%	1,480	240
2	Aurora	Jerry Summers Sr. Aurora Municipal	8,350	30.5%	2,550	420
3	Ava	Ava Bill Martin Memorial	1,926	70.0%	1,349	220
4	Bethany	Bethany Memorial	2,450	22.4%	550	90
5	Bismarck	Bismarck Memorial	2,910	68.7%	2,000	330
6	Bolivar	Bolivar Municipal	20,000	50.0%	10,000	1,650
7	Boonville	Jesse Viertel Memorial	7,274	50.0%	3,637	600
8	Bowling Green	Bowling Green Municipal	6,433	4.7%	305	50
10	Buffalo	Buffalo Municipal	4,900	51.0%	2,500	410
11	Butler	Butler Memorial	6,000	60.0%	3,600	590
12	Cabool	Cabool Memorial	2,600	80.8%	2,100	350
13	Camdenton	Camdenton Memorial	8,996	88.9%	8,000	1,320
14	Cameron	Cameron Memorial	3,890	54.2%	2,110	350
15	Campbell	Campbell Municipal	7,080	16.9%	1,200	200
17	Carrollton	Carrollton Memorial	2,700	81.5%	2,200	360
18	Caruthersville	Caruthersville Memorial	8,112	74.0%	6,000	990
19	Cassville	Cassville Municipal	2,900	80.0%	2,320	380
20	Charleston	Mississippi County	3,900	40.0%	1,560	260
21	Chillicothe	Chillicothe Municipal	3,850	6.5%	250	40
22	Clinton	Clinton Memorial	10,777	81.4%	8,777	1,450
24	Cuba	Cuba Municipal	1,440	50.0%	720	120
25	Dexter	Dexter Municipal	4,279	58.9%	2,520	420
26	Doniphan	Doniphan Municipal	250	0.0%	0	0
27	El Dorado Springs	El Dorado Springs Memorial	920	100.0%	920	150
28	Eldon	Eldon Model Airpark	5,080	65.0%	3,300	540
29	Excelsior Springs	Excelsior Springs Memorial	7,880	30.2%	2,380	390
30	Farmington	Farmington Regional	10,400	79.8%	8,300	1,370
31	Festus	Festus Memorial	8,980	63.5%	5,700	940
32	Fredericktown	Fredericktown Regional	2,600	50.0%	1,300	210
33	Fulton	Elton Hensley Memorial	15,200	25.0%	3,800	630
34	Gainesville	Gainesville Memorial	940	70.2%	660	110
35	Gideon	Gideon Memorial	2,146	14.0%	300	50
36	Grain Valley	East Kansas City	8,000	12.5%	1,000	170
37	Hannibal	Hannibal Municipal	3,700	73.0%	2,700	450
38	Harrisonville	Lawrence Smith Memorial	15,000	50.0%	7,500	1,240
39	Hermann	Hermann Municipal	2,012	44.7%	900	150
40	Higginsville	Higginsville Industrial Municipal	2,320	44.0%	1,020	170
41	Homersville	Homersville Memorial	1,980	15.2%	300	50
42	Houston	Houston Memorial	6,550	70.0%	4,585	760
43	Jefferson City	Jefferson City Memorial	42,000	61.7%	25,900	4,270
45	Kahoka	Kahoka Municipal	150	33.3%	50	10
46	Kaiser/Lake Ozark	Lee C Fine Memorial	5,800	86.2%	5,000	830
47	Kansas City*	Charles B Wheeler Downtown	121,245	71.8%	87,012	14,360
48	Kennett	Kennett Memorial	14,520	86.2%	12,520	2,070
50	Lamar	Lamar Municipal	8,850	58.0%	5,134	850
51	Lebanon	Floyd W Jones	20,600	66.9%	13,790	2,280
52	Lee's Summit	Lee's Summit Municipal	99,000	40.4%	40,000	6,600
53	Lexington	Lexington Municipal	12,350	20.6%	2,550	420
54	Lincoln	Lincoln Municipal	2,700	51.9%	1,400	230
55	Linn	Linn State Technical College Airport	480	60.0%	288	50
56	Macon	Macon-Fower Memorial	7,596	30.2%	2,296	380
57	Malden	Malden Regional	4,800	25.0%	1,200	200
58	Mansfield	Mansfield Municipal	2,300	76.1%	1,750	290
59	Marble Hill	Twin City Airpark	1,490	89.9%	1,340	220
60	Marshall	Marshall Memorial Municipal	5,111	14.0%	713	120
61	Maryville	Northwest Missouri Regional	5,700	40.0%	2,280	380
62	Memphis	Memphis Memorial	3,960	11.6%	460	80
63	Mexico	Mexico Memorial	10,750	85.6%	9,200	1,520
64	Moberly	Omar N Bradley	4,500	66.7%	3,000	500
65	Monett	Monett Municipal	10,703	39.5%	4,223	700
66	Monroe City	Monroe City Regional	4,780	73.2%	3,500	580
67	Montgomery City	Montgomery-Wehrman	3,200	12.5%	400	70
68	Monticello	Lewis County Regional	1,940	50.0%	970	160
69	Mosby	Clay County Regional	16,500	31.5%	5,200	860
70	Mount Vernon	Mount Vernon Municipal	1,500	6.7%	100	20
71	Mountain Grove	Mountain Grove Memorial	8,200	80.0%	6,560	1,080
72	Mountain View	Mountain View	8,380	63.2%	5,300	870
73	Neosho	Hugh Robinson Memorial	15,280	90.9%	7,780	1,280
74	Nevada	Nevada Municipal	1,100	9.1%	100	20
75	New Madrid	County Memorial	3,130	60.1%	1,880	310



Appendix A





Appendix A



Table A-1
2002 General Aviation Operations

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	ESTIMATED GA OPERATIONS	% ITINERANT	ESTIMATED ITINERANT GA OPERATIONS	ESTIMATED TRUE TRANSIENT ARRIVALS
76	Osage Beach	Grand Glaize	7,190	80.0%	5,750	950
77	Osceola	Osceola Municipal	470	36.2%	170	30
78	Ozark	Air Park South	3,400	50.0%	1,700	280
79	Perryville	Perryville Municipal	9,800	71.6%	6,800	1,120
80	Piedmont	Piedmont Municipal	1,880	49.5%	930	150
81	Point Lookout	M Graham Clark	36,000	52.8%	19,000	3,140
82	Poplar Bluff	Poplar Bluff Municipal	9,800	80.6%	7,900	1,300
83	Potosi	Washington County	2,900	75.9%	2,200	360
84	Princeton	Princeton-Kauffman Memorial	200	50.0%	100	20
85	Richland	Richland Municipal	470	57.4%	270	40
86	Rolla	Rolla Downtown	1,886	47.0%	886	150
87	Rolla/Vichy	Rolla National	14,250	78.9%	11,250	1,880
88	Saint Charles	Saint Charles	38,000	10.0%	3,800	630
89	Saint Charles	Saint Charles County Smartt	55,000	36.4%	20,000	3,300
90	Saint Clair	Saint Clair Regional	9,840	40.0%	3,940	650
91	Saint Joseph	Rosecrans Memorial	18,153	54.3%	9,857	1,630
92	Saint Louis	Creve Coeur	32,400	25.5%	8,250	1,360
93	Saint Louis*	Spirit of Saint Louis	199,440	51.2%	102,072	28,070
94	Salem	Salem Memorial	4,620	98.9%	2,720	450
95	Sedalia	Sedalia Memorial	19,410	86.1%	16,720	2,760
96	Shelbyville	Shelby County	70	28.6%	20	0
97	Sikeston	Sikeston Memorial Municipal	25	80.0%	20	0
98	Slater	Slater Memorial	8,600	69.8%	6,000	990
100	Steele	Steele Municipal	2,340	18.8%	440	70
101	Stockton	Stockton Municipal	603	11.8%	71	10
102	Sullivan	Sullivan Regional	9,180	23.7%	2,180	360
103	Tarkio	Gould Peterson Municipal	3,700	40.0%	1,480	240
104	Thayer	Thayer Memorial	2,890	79.6%	2,300	380
105	Trenton	Trenton Municipal	2,890	79.6%	2,300	380
106	Unionville	Unionville Municipal	1,600	62.5%	1,000	170
107	Van Buren	Bollinger Crass Memorial	900	77.8%	700	120
108	Versailles	Roy Otten Memorial	5,500	54.5%	3,000	500
109	Warrensburg	CMSU Max B Swisher Skyhaven	68,000	11.8%	8,000	1,320
110	Warsaw	Warsaw Municipal	1,900	66.7%	1,000	170
111	Washington	Washington Memorial	26,428	23.3%	6,149	1,010
113	West Plains	West Plains Municipal	22,000	67.3%	14,800	2,440
114	Willow Springs	Willow Springs Memorial	4,800	50.0%	2,400	400
General Aviation Airports Total			1,294,115	49.3%	638,464	116,640
Total			1,484,184	51.9%	770,812	138,490

* This data was provided by airport management or determined as part of an airport-specific economic study
Source: Wilbur Smith Associates, Inc.

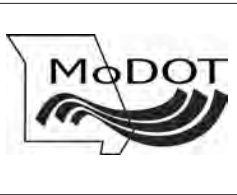
Table A-2
2002 Estimated General Aviation Visitor Expenditures

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	ESTIMATED TRUE TRANSIENT ARRIVALS	ESTIMATED GENERAL AVIATION VISITORS	TOTAL ANNUAL NUMBER OF DAYS STAYED	ANNUAL GENERAL AVIATION VISITOR EXPENDITURES
Commercial Service Airports						
16	Cape Girardeau	Cape Girardeau Regional	2,730	8,460	16,070	\$ 658,900
23	Columbia	Columbia Regional	3,840	11,900	22,610	\$ 927,000
44	Joplin	Joplin Regional	3,820	11,840	22,500	\$ 922,500
NA	Kansas City*	Kansas City International	1,440	4,460	8,470	\$ 347,300
49	Kirksville	Kirksville Regional	360	1,120	2,130	\$ 87,300
NA	Saint Louis	Lambert-Saint Louis International	3,960	12,280	23,330	\$ 986,500
99	Springfield	Springfield-Branson Regional	5,520	17,110	32,510	\$ 1,332,900
112	Waynesville	Waynesville (Regional Airport at Forney Field)	180	560	1,060	\$ 43,500
Commercial Service Airports Total**			21,850	67,730	128,680	\$ 5,275,900
General Aviation Airports						
1	Albany	Albany Municipal	240	740	1,410	\$ 57,800
2	Aurora	Jerry Summers Sr. Aurora Municipal	420	1,300	2,470	\$ 101,300
3	Ava	Ava Bill Martin Memorial	220	680	1,290	\$ 52,900
4	Bethany	Bethany Memorial	90	280	530	\$ 21,700
5	Bismarck	Bismarck Memorial	330	1,020	1,940	\$ 79,500
6	Bolivar	Bolivar Municipal	1,650	5,120	9,730	\$ 398,900
7	Boonville	Jesse Viertel Memorial	600	1,860	3,530	\$ 144,700
8	Bowling Green	Bowling Green Municipal	50	160	300	\$ 12,300
10	Buffalo	Buffalo Municipal	410	1,270	2,410	\$ 98,800
11	Butler	Butler Memorial	590	1,830	3,480	\$ 142,700
12	Cabool	Cabool Memorial	350	1,090	2,070	\$ 84,900
13	Camdenton	Camdenton Memorial	1,320	4,090	7,770	\$ 318,600
14	Cameron	Cameron Memorial	350	1,090	2,070	\$ 84,900
15	Campbell	Campbell Municipal	200	620	1,180	\$ 48,400
17	Carrollton	Carrollton Memorial	360	1,120	2,130	\$ 87,300
18	Caruthersville	Caruthersville Memorial	990	3,070	5,830	\$ 239,000
19	Cassville	Cassville Municipal	380	1,180	2,240	\$ 91,800
20	Charleston	Mississippi County	260	810	1,540	\$ 63,100
21	Chillicothe	Chillicothe Municipal	40	120	230	\$ 9,400
22	Clinton	Clinton Memorial	1,450	4,500	8,550	\$ 350,600
24	Cuba	Cuba Municipal	120	370	700	\$ 28,700
25	Dexter	Dexter Municipal	420	1,300	2,470	\$ 101,300
26	Doniphan	Doniphan Municipal	0	0	0	\$ -
27	El Dorado Springs	El Dorado Springs Memorial	150	470	890	\$ 36,500
28	Eldon	Eldon Model Airpark	540	1,670	3,170	\$ 130,000
29	Excelsior Springs	Excelsior Springs Memorial	390	1,210	2,300	\$ 94,300
30	Farmington	Farmington Regional	1,370	4,250	8,080	\$ 331,300
31	Festus	Festus Memorial	940	2,910	5,530	\$ 226,700
32	Fredericktown	Fredericktown Regional	210	650	1,240	\$ 50,800
33	Fulton	Elton Hensley Memorial	630	1,950	3,710	\$ 152,100
34	Gainesville	Gainesville Memorial	110	340	650	\$ 26,700
35	Gideon	Gideon Memorial	50	160	300	\$ 12,300
36	Grain Valley	East Kansas City	170	530	1,010	\$ 41,400
37	Hannibal	Hannibal Municipal	450	1,400	2,660	\$ 109,100
38	Harrisonville	Lawrence Smith Memorial	1,240	3,840	7,300	\$ 299,300
39	Hermann	Hermann Municipal	150	470	890	\$ 36,500
40	Higginsville	Higginsville Industrial Municipal	170	530	1,010	\$ 41,400
41	Hornersville	Hornersville Memorial	50	160	300	\$ 12,300
42	Houston	Houston Memorial	760	2,360	4,480	\$ 183,700
43	Jefferson City	Jefferson City Memorial	4,270	13,240	25,160	\$ 1,031,600
45	Kahoka	Kahoka Municipal	10	30	60	\$ 2,500
46	Kaiser/Lake Ozark	Lee C Fine Memorial	830	2,570	4,880	\$ 200,100
47	Kansas City*	Charles B Wheeler Downtown	14,360	44,520	84,590	\$ 3,468,200
48	Kennett	Kennett Memorial	2,070	6,420	12,200	\$ 500,200
50	Lamar	Lamar Municipal	850	2,640	5,020	\$ 205,800
51	Lebanon	Floyd W Jones	2,280	7,070	13,430	\$ 550,600
52	Lee's Summit	Lee's Summit Municipal	6,600	20,460	38,870	\$ 1,593,700
53	Lexington	Lexington Municipal	420	1,300	2,470	\$ 101,300
54	Lincoln	Lincoln Municipal	230	710	1,350	\$ 55,400
55	Linn	Linn State Technical College Airport	50	160	300	\$ 12,300
56	Macon	Macon-Fower Memorial	380	1,180	2,240	\$ 91,800
57	Malden	Malden Regional	200	620	1,180	\$ 48,400
58	Mansfield	Mansfield Municipal	290	900	1,710	\$ 70,100
59	Marble Hill	Twin City Airpark	220	680	1,290	\$ 52,900
60	Marshall	Marshall Memorial Municipal	120	370	700	\$ 28,700
61	Maryville	Northwest Missouri Regional	380	1,180	2,240	\$ 91,800
62	Memphis	Memphis Memorial	80	250	480	\$ 19,700
63	Mexico	Mexico Memorial	1,520	4,710	8,950	\$ 367,000
64	Moberly	Omar N Bradley	500	1,550	2,950	\$ 121,000
65	Monett	Monett Municipal	700	2,170	4,120	\$ 168,900
66	Monroe City	Monroe City Regional	580	1,800	3,420	\$ 140,200
67	Montgomery City	Montgomery-Wehrman	70	220	420	\$ 17,200
68	Monticello	Lewis County Regional	160	500	950	\$ 39,000
69	Mosby	Clay County Regional	860	2,670	5,070	\$ 207,900
70	Mount Vernon	Mount Vernon Municipal	20	60	110	\$ 4,500
71	Mountain Grove	Mountain Grove Memorial	1,080	3,350	6,370	\$ 261,200
72	Mountain View	Mountain View	870	2,700	5,130	\$ 210,300
73	Neosho	Hugh Robinson Memorial	1,280	3,970	7,540	\$ 309,100
74	Nevada	Nevada Municipal	20	60	110	\$ 4,500
75	New Madrid	County Memorial	310	960	1,820	\$ 74,600



Appendix A





Appendix A



Table A-2
2002 Estimated General Aviation Visitor Expenditures

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	ESTIMATED TRUE TRANSIENT ARRIVALS	ESTIMATED GENERAL AVIATION VISITORS	TOTAL ANNUAL NUMBER OF DAYS STAYED	ANNUAL GENERAL AVIATION VISITOR EXPENDITURES
76	Osage Beach	Grand Glaize	950	2,950	5,610	\$ 230,000
77	Osceola	Osceola Municipal	30	90	170	\$ 7,000
78	Ozark	Air Park South	280	870	1,650	\$ 67,700
79	Perryville	Perryville Municipal	1,120	3,470	6,590	\$ 270,200
80	Piedmont	Piedmont Municipal	150	470	890	\$ 36,500
81	Point Lookout	M Graham Clark	3,140	9,730	18,490	\$ 758,100
82	Poplar Bluff	Poplar Bluff Municipal	1,300	4,030	7,660	\$ 314,100
83	Potosi	Washington County	360	1,120	2,130	\$ 87,300
84	Princeton	Princeton-Kauffman Memorial	20	60	110	\$ 4,500
85	Richland	Richland Municipal	40	120	230	\$ 9,400
86	Rolla	Rolla Downtown	150	470	890	\$ 36,500
87	Rolla/Vichy	Rolla National	1,860	5,770	10,960	\$ 449,400
88	Saint Charles	Saint Charles	630	1,950	3,710	\$ 152,100
89	Saint Charles	Saint Charles County Smartt	3,300	10,230	19,440	\$ 797,000
90	Saint Clair	Saint Clair Regional	650	2,020	3,840	\$ 157,400
91	Saint Joseph	Rosecrans Memorial	1,630	5,050	9,600	\$ 393,600
92	Saint Louis	Creve Coeur	1,360	4,220	8,020	\$ 328,800
93	Saint Louis*	Spirit of Saint Louis	28,070	87,020	182,740	\$ 18,274,000
94	Salem	Salem Memorial	450	1,400	2,660	\$ 109,100
95	Sedalia	Sedalia Memorial	2,760	8,560	16,260	\$ 666,700
96	Shelbyville	Shelby County	0	0	0	\$ -
97	Sikeston	Sikeston Memorial Municipal	0	0	0	\$ -
98	Slater	Slater Memorial	990	3,070	5,830	\$ 239,000
100	Steele	Steele Municipal	70	220	420	\$ 17,200
101	Stockton	Stockton Municipal	10	30	60	\$ 2,500
102	Sullivan	Sullivan Regional	360	1,120	2,130	\$ 87,300
103	Tarkio	Gould Peterson Municipal	240	740	1,410	\$ 57,800
104	Thayer	Thayer Memorial	380	1,180	2,240	\$ 91,800
105	Trenton	Trenton Municipal	380	1,180	2,240	\$ 91,800
106	Unionville	Unionville Municipal	170	530	1,010	\$ 41,400
107	Van Buren	Bolinger Crass Memorial	120	370	700	\$ 28,700
108	Versailles	Roy Otten Memorial	500	1,550	2,950	\$ 121,000
109	Warrensburg	CMSU Max B Swisher Skyhaven	1,320	4,090	7,770	\$ 318,600
110	Warsaw	Warsaw Municipal	170	530	1,010	\$ 41,400
111	Washington	Washington Memorial	1,010	3,130	5,950	\$ 244,000
113	West Plains	West Plains Municipal	2,440	7,560	14,360	\$ 588,800
114	Willow Springs	Willow Springs Memorial	400	1,240	2,360	\$ 96,800
General Aviation Airports Total			116,640	361,680	704,610	\$ 39,671,000
Total			138,490	429,410	833,290	\$ 44,946,900

* This data was provided by airport management or determined as part of an airport-specific economic study

** Benefit associated with general aviation activity only

Source: Wilbur Smith Associates, Inc.

Table A-3
2002 On-Airport Tenant Employment

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT EMPLOYMENT	SECONDARY EMPLOYMENT	TOTAL EMPLOYMENT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	37.5	32.0	69.5
23	Columbia	Columbia Regional	389.5	337.5	727.0
44	Joplin	Joplin Regional	64.5	54.5	119.0
NA	Kansas City*	Kansas City International	610.0	514.5	1,124.5
49	Kirksville	Kirksville Regional	5.0	4.5	9.5
NA	Saint Louis	Lambert-Saint Louis International	325.0	274.5	599.5
99	Springfield	Springfield-Branson Regional	397.5	344.5	742.0
112	Waynesville	Waynesville (Regional Airport at Forney Field)	18.0	15.5	33.5
Commercial Service Airports Total**			1,847.0	1,577.5	3,424.5
General Aviation Airports					
1	Albany	Albany Municipal	0.5	0.5	1.0
2	Aurora	Jerry Sumners Sr. Aurora Municipal	8.5	7.0	15.5
3	Ava	Ava Bill Martin Memorial	0.5	0.0	0.5
4	Bethany	Bethany Memorial	0.5	0.0	0.5
5	Bismarck	Bismarck Memorial	0.5	0.0	0.5
6	Bolivar	Bolivar Municipal	5.5	4.5	10.0
7	Boonville	Jesse Viertel Memorial	5.5	4.5	10.0
8	Bowling Green	Bowling Green Municipal	4.0	3.5	7.5
10	Buffalo	Buffalo Municipal	0.5	0.0	0.5
11	Butler	Butler Memorial	3.5	2.5	6.0
12	Cabool	Cabool Memorial	0.5	0.0	0.5
13	Camdenton	Camdenton Memorial	2.5	2.0	4.5
14	Cameron	Cameron Memorial	2.0	1.5	3.5
15	Campbell	Campbell Municipal	1.5	1.0	2.5
17	Carrollton	Carrollton Memorial	0.5	0.0	0.5
18	Caruthersville	Caruthersville Memorial	2.5	2.0	4.5
19	Cassville	Cassville Municipal	3.5	3.0	6.5
20	Charleston	Mississippi County	0.5	0.0	0.5
21	Chillicothe	Chillicothe Municipal	4.5	4.0	8.5
22	Clinton	Clinton Memorial	2.5	2.0	4.5
24	Cuba	Cuba Municipal	2.0	1.5	3.5
25	Dexter	Dexter Municipal	9.5	8.0	17.5
26	Doniphan	Doniphan Municipal	2.5	2.0	4.5
27	El Dorado Springs	El Dorado Springs Memorial	0.5	0.0	0.5
28	Eldon	Eldon Model Airpark	1.5	1.5	3.0
29	Excelsior Springs	Excelsior Springs Memorial	2.0	1.5	3.5
30	Farmington	Farmington Regional	1.5	1.5	3.0
31	Festus	Festus Memorial	18.0	15.0	33.0
32	Fredericktown	Fredericktown Regional	1.0	1.0	2.0
33	Fulton	Elton Hensley Memorial	11.0	9.5	20.5
34	Gainesville	Gainesville Memorial	0.5	0.0	0.5
35	Gideon	Gideon Memorial	2.5	2.0	4.5
36	Grain Valley	East Kansas City	10.5	9.0	19.5
37	Hannibal	Hannibal Municipal	6.0	5.0	11.0
38	Harrisonville	Lawrence Smith Memorial	16.0	13.5	29.5
39	Hermann	Hermann Municipal	0.5	0.0	0.5
40	Higginsville	Higginsville Industrial Municipal	9.0	7.5	16.5
41	Homersville	Homersville Memorial	0.5	0.0	0.5
42	Houston	Houston Memorial	0.5	0.0	0.5
43	Jefferson City	Jefferson City Memorial	94.0	81.0	175.0
45	Kahoka	Kahoka Municipal	0.5	0.0	0.5
46	Kaiser/Lake Ozark	Lee C Fine Memorial	4.0	3.5	7.5
47	Kansas City*	Charles B Wheeler Downtown	244.0	206.0	450.0
48	Kennett	Kennett Memorial	8.0	7.0	15.0
50	Lamar	Lamar Municipal	1.5	1.0	2.5
51	Lebanon	Floyd W Jones	3.0	2.5	5.5
52	Lee's Summit	Lee's Summit Municipal	18.0	15.5	33.5
53	Lexington	Lexington Municipal	22.5	19.0	41.5
54	Lincoln	Lincoln Municipal	0.5	0.0	0.5
55	Linn	Linn State Technical College Airport	7.0	6.0	13.0
56	Macon	Macon-Fower Memorial	9.0	7.5	16.5
57	Malden	Malden Regional	9.5	8.0	17.5
58	Mansfield	Mansfield Municipal	0.5	0.0	0.5
59	Marble Hill	Twin City Airpark	0.5	0.0	0.5
60	Marshall	Marshall Memorial Municipal	4.0	3.5	7.5
61	Maryville	Northwest Missouri Regional	3.0	2.5	5.5
62	Memphis	Memphis Memorial	0.5	0.0	0.5
63	Mexico	Mexico Memorial	14.5	12.5	27.0



Appendix A





Appendix A



Table A-3
2002 On-Airport Tenant Employment

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT EMPLOYMENT	SECONDARY EMPLOYMENT	TOTAL EMPLOYMENT
64	Moberly	Omar N Bradley	4.0	3.5	7.5
65	Monett	Monett Municipal	43.0	36.5	79.5
66	Monroe City	Monroe City Regional	2.0	1.5	3.5
67	Montgomery City	Montgomery-Wehrman	2.0	1.5	3.5
68	Monticello	Lewis County Regional	0.5	0.0	0.5
69	Mosby	Clay County Regional	4.0	3.5	7.5
70	Mount Vernon	Mount Vernon Municipal	3.5	2.5	6.0
71	Mountain Grove	Mountain Grove Memorial	2.5	2.0	4.5
72	Mountain View	Mountain View	2.0	1.5	3.5
73	Neosho	Hugh Robinson Memorial	3.5	2.5	6.0
74	Nevada	Nevada Municipal	1.5	1.0	2.5
75	New Madrid	County Memorial	1.5	1.0	2.5
76	Osage Beach	Grand Glaize	6.0	5.0	11.0
77	Osceola	Osceola Municipal	0.5	0.0	0.5
78	Ozark	Air Park South	1.0	1.0	2.0
79	Perryville	Perryville Municipal	408.5	344.0	752.5
80	Piedmont	Piedmont Municipal	0.5	0.0	0.5
81	Point Lookout	M Graham Clark	21.0	18.5	39.5
82	Poplar Bluff	Poplar Bluff Municipal	7.0	5.5	12.5
83	Potosi	Washington County	1.0	1.0	2.0
84	Princeton	Princeton-Kauffman Memorial	0.5	0.0	0.5
85	Richland	Richland Municipal	0.5	0.0	0.5
86	Rolla	Rolla Downtown	1.0	1.0	2.0
87	Rolla/Vichy	Rolla National	20.5	17.5	38.0
88	Saint Charles	Saint Charles	65.0	55.5	120.5
89	Saint Charles	Saint Charles County Smartt	11.5	10.0	21.5
90	Saint Clair	Saint Clair Regional	1.0	1.0	2.0
91	Saint Joseph	Rosecrans Memorial	713.0	620.0	1,333.0
92	Saint Louis	Creve Coeur	5.0	4.0	9.0
93	Saint Louis*	Spirit of Saint Louis	1,252.0	1,058.0	2,310.0
94	Salem	Salem Memorial	0.5	0.5	1.0
95	Sedalia	Sedalia Memorial	8.0	7.0	15.0
96	Shelbyville	Shelby County	0.5	0.0	0.5
97	Sikeston	Sikeston Memorial Municipal	4.0	3.5	7.5
98	Slater	Slater Memorial	0.5	0.0	0.5
100	Steele	Steele Municipal	4.5	4.0	8.5
101	Stockton	Stockton Municipal	1.0	1.0	2.0
102	Sullivan	Sullivan Regional	6.5	5.5	12.0
103	Tarkio	Could Peterson Municipal	2.5	2.0	4.5
104	Thayer	Thayer Memorial	0.5	0.0	0.5
105	Trenton	Trenton Municipal	1.0	1.0	2.0
106	Unionville	Unionville Municipal	0.5	0.0	0.5
107	Van Buren	Bollinger Crass Memorial	0.5	0.0	0.5
108	Versailles	Roy Otten Memorial	5.5	4.5	10.0
109	Warrensburg	CMSU Max B Swisher Skyhaven	36.0	30.5	66.5
110	Warsaw	Warsaw Municipal	1.5	1.5	3.0
111	Washington	Washington Memorial	4.0	3.0	7.0
113	West Plains	West Plains Municipal	22.0	18.5	40.5
114	Willow Springs	Willow Springs Memorial	0.5	0.0	0.5
General Aviation Airports Total			3,275.5	2,773.5	6,049.0
Total			5,122.5	4,361.0	9,473.5
* This data was provided by airport management or determined as part of an airport-specific economic study					
** Benefit associated with general aviation activity only					
Source: Wilbur Smith Associates, Inc.					

**Table A-4
2002 Visitor Employment**

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT EMPLOYMENT	SECONDARY EMPLOYMENT	TOTAL EMPLOYMENT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	17.0	6.5	23.5
23	Columbia	Columbia Regional	24.0	9.0	33.0
44	Joplin	Joplin Regional	23.5	8.5	32.0
NA	Kansas City*	Kansas City International	9.0	3.5	12.5
49	Kirksville	Kirksville Regional	2.0	0.5	2.5
NA	Saint Louis	Lambert-Saint Louis International	24.5	9.0	33.5
99	Springfield	Springfield-Branson Regional	34.0	12.5	46.5
112	Waynesville	Waynesville (Regional Airport at Forney Field)	1.0	0.5	1.5
Commercial Service Airports Total**			135.0	50.0	185.0
General Aviation Airports					
1	Albany	Albany Municipal	1.5	0.5	2.0
2	Aurora	Jerry Sumners Sr. Aurora Municipal	2.5	1.0	3.5
3	Ava	Ava Bill Martin Memorial	1.5	0.5	2.0
4	Bethany	Bethany Memorial	0.5	0.0	0.5
5	Bismarck	Bismarck Memorial	2.0	0.5	2.5
6	Bolivar	Bolivar Municipal	10.0	3.5	13.5
7	Boonville	Jesse Viertel Memorial	3.5	1.5	5.0
8	Bowling Green	Bowling Green Municipal	0.5	0.0	0.5
10	Buffalo	Buffalo Municipal	2.5	1.0	3.5
11	Butler	Butler Memorial	3.5	1.5	5.0
12	Cabool	Cabool Memorial	2.0	0.5	2.5
13	Camdenton	Camdenton Memorial	8.0	3.0	11.0
14	Cameron	Cameron Memorial	2.0	0.5	2.5
15	Campbell	Campbell Municipal	1.0	0.5	1.5
17	Carrollton	Carrollton Memorial	2.0	0.5	2.5
18	Caruthersville	Caruthersville Memorial	6.0	2.0	8.0
19	Cassville	Cassville Municipal	2.5	1.0	3.5
20	Charleston	Mississippi County	1.5	0.5	2.0
21	Chillicothe	Chillicothe Municipal	0.0	0.0	0.0
22	Clinton	Clinton Memorial	9.0	3.5	12.5
24	Cuba	Cuba Municipal	0.5	0.0	0.5
25	Dexter	Dexter Municipal	2.5	1.0	3.5
26	Doniphan	Doniphan Municipal	0.0	0.0	0.0
27	El Dorado Springs	El Dorado Springs Memorial	1.0	0.5	1.5
28	Eldon	Eldon Model Airpark	3.5	1.5	5.0
29	Excelsior Springs	Excelsior Springs Memorial	2.5	1.0	3.5
30	Farmington	Farmington Regional	8.5	3.0	11.5
31	Festus	Festus Memorial	6.0	2.0	8.0
32	Fredericktown	Fredericktown Regional	1.5	0.5	2.0
33	Fulton	Elton Hensley Memorial	4.0	1.5	5.5
34	Gainesville	Gainesville Memorial	0.5	0.0	0.5
35	Gideon	Gideon Memorial	0.5	0.0	0.5
36	Grain Valley	East Kansas City	1.0	0.5	1.5
37	Hannibal	Hannibal Municipal	3.0	1.0	4.0
38	Harrisonville	Lawrence Smith Memorial	7.5	3.0	10.5
39	Hermann	Hermann Municipal	1.0	0.5	1.5
40	Higginsville	Higginsville Industrial Municipal	1.0	0.5	1.5
41	Hornersville	Hornersville Memorial	0.5	0.0	0.5
42	Houston	Houston Memorial	4.5	1.5	6.0
43	Jefferson City	Jefferson City Memorial	26.5	10.0	36.5
45	Kahoka	Kahoka Municipal	0.0	0.0	0.0
46	Kaiser/Lake Ozark	Lee C Fine Memorial	5.0	2.0	7.0
47	Kansas City*	Charles B Wheeler Downtown	89.0	33.0	122.0
48	Kennett	Kennett Memorial	13.0	5.0	18.0
50	Lamar	Lamar Municipal	5.5	2.0	7.5
51	Lebanon	Floyd W Jones	14.0	5.0	19.0
52	Lee's Summit	Lee's Summit Municipal	41.0	15.0	56.0
53	Lexington	Lexington Municipal	2.5	1.0	3.5
54	Lincoln	Lincoln Municipal	1.5	0.5	2.0
55	Linn	Linn State Technical College Airport	0.5	0.0	0.5
56	Macon	Macon-Fower Memorial	2.5	1.0	3.5
57	Malden	Malden Regional	1.0	0.5	1.5
58	Mansfield	Mansfield Municipal	2.0	0.5	2.5
59	Marble Hill	Twin City Airpark	1.5	0.5	2.0
60	Marshall	Marshall Memorial Municipal	0.5	0.0	0.5
61	Maryville	Northwest Missouri Regional	2.5	1.0	3.5
62	Memphis	Memphis Memorial	0.5	0.0	0.5



Appendix A





Appendix A



Table A-4
2002 Visitor Employment

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT EMPLOYMENT	SECONDARY EMPLOYMENT	TOTAL EMPLOYMENT
63	Mexico	Mexico Memorial	9.5	3.5	13.0
64	Moberly	Omar N Bradley	3.0	1.0	4.0
65	Monett	Monett Municipal	4.5	1.5	6.0
66	Monroe City	Monroe City Regional	3.5	1.5	5.0
67	Montgomery City	Montgomery-Wehrman	0.5	0.0	0.5
68	Monticello	Lewis County Regional	1.0	0.5	1.5
69	Mosby	Clay County Regional	5.5	2.0	7.5
70	Mount Vernon	Mount Vernon Municipal	0.0	0.0	0.0
71	Mountain Grove	Mountain Grove Memorial	6.5	2.5	9.0
72	Mountain View	Mountain View	5.5	2.0	7.5
73	Neosho	Hugh Robinson Memorial	8.0	3.0	11.0
74	Nevada	Nevada Municipal	0.0	0.0	0.0
75	New Madrid	County Memorial	2.0	0.5	2.5
76	Osage Beach	Grand Glaize	6.0	2.0	8.0
77	Osceola	Osceola Municipal	0.0	0.0	0.0
78	Ozark	Air Park South	1.5	0.5	2.0
79	Perryville	Perryville Municipal	7.0	2.5	9.5
80	Piedmont	Piedmont Municipal	1.0	0.5	1.5
81	Point Lookout	M Graham Clark	19.5	7.5	27.0
82	Poplar Bluff	Poplar Bluff Municipal	8.0	3.0	11.0
83	Potosi	Washington County	2.0	0.5	2.5
84	Princeton	Princeton-Kauffman Memorial	0.0	0.0	0.0
85	Richland	Richland Municipal	0.0	0.0	0.0
86	Rolla	Rolla Downtown	1.0	0.5	1.5
87	Rolla/Vichy	Rolla National	11.5	4.5	16.0
88	Saint Charles	Saint Charles	4.0	1.5	5.5
89	Saint Charles	Saint Charles County Smartt	20.5	7.5	28.0
90	Saint Clair	Saint Clair Regional	4.0	1.5	5.5
91	Saint Joseph	Rosecrans Memorial	10.0	3.5	13.5
92	Saint Louis	Creve Coeur	8.5	3.0	11.5
93	Saint Louis*	Spirit of Saint Louis	468.5	174.0	642.5
94	Salem	Salem Memorial	3.0	1.0	4.0
95	Sedalia	Sedalia Memorial	17.0	6.5	23.5
96	Shelbyville	Shelby County	0.0	0.0	0.0
97	Sikeston	Sikeston Memorial Municipal	0.0	0.0	0.0
98	Slater	Slater Memorial	6.0	2.0	8.0
100	Steele	Steele Municipal	0.5	0.0	0.5
101	Stockton	Stockton Municipal	0.0	0.0	0.0
102	Sullivan	Sullivan Regional	2.0	0.5	2.5
103	Tarkio	Gould Peterson Municipal	1.5	0.5	2.0
104	Thayer	Thayer Memorial	2.5	1.0	3.5
105	Trenton	Trenton Municipal	2.5	1.0	3.5
106	Unionville	Unionville Municipal	1.0	0.5	1.5
107	Van Buren	Bollinger Crass Memorial	0.5	0.0	0.5
108	Versailles	Roy Otten Memorial	3.0	1.0	4.0
109	Warrensburg	CMSU Max B Swisher Skyhaven	8.0	3.0	11.0
110	Warsaw	Warsaw Municipal	1.0	0.5	1.5
111	Washington	Washington Memorial	6.5	2.5	9.0
113	West Plains	West Plains Municipal	15.0	5.5	20.5
114	Willow Springs	Willow Springs Memorial	2.5	1.0	3.5
General Aviation Airports Total			1,015.5	374.0	1,389.5
Total			1,150.5	424.0	1,574.5

* This data was provided by airport management or determined as part of an airport-specific economic study
 ** Benefit associated with general aviation activity only
 Source: Wilbur Smith Associates, Inc.

**Table A-5
2002 Total Employment**

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT EMPLOYMENT	SECONDARY EMPLOYMENT	TOTAL EMPLOYMENT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	54.5	38.5	93.0
23	Columbia	Columbia Regional	413.5	346.5	760.0
44	Joplin	Joplin Regional	88.0	63.0	151.0
NA	Kansas City*	Kansas City International	619.0	518.0	1,137.0
49	Kirksville	Kirksville Regional	7.0	5.0	12.0
NA	Saint Louis	Lambert-Saint Louis International	349.5	283.5	633.0
99	Springfield	Springfield-Branson Regional	431.5	357.0	788.5
112	Waynesville	Waynesville (Regional Airport at Forney Field)	19.0	16.0	35.0
Commercial Service Airports Total**			1,982.0	1,627.5	3,609.5
General Aviation Airports					
1	Albany	Albany Municipal	2.0	1.0	3.0
2	Aurora	Jerry Summers Sr. Aurora Municipal	11.0	8.0	19.0
3	Ava	Ava Bill Martin Memorial	2.0	0.5	2.5
4	Bethany	Bethany Memorial	1.0	0.0	1.0
5	Bismarck	Bismarck Memorial	2.5	0.5	3.0
6	Bolivar	Bolivar Municipal	15.5	8.0	23.5
7	Boonville	Jesse Viertel Memorial	9.0	6.0	15.0
8	Bowling Green	Bowling Green Municipal	4.5	3.5	8.0
10	Buffalo	Buffalo Municipal	3.0	1.0	4.0
11	Butler	Butler Memorial	7.0	4.0	11.0
12	Cabool	Cabool Memorial	2.5	0.5	3.0
13	Camdenton	Camdenton Memorial	10.5	5.0	15.5
14	Cameron	Cameron Memorial	4.0	2.0	6.0
15	Campbell	Campbell Municipal	2.5	1.5	4.0
17	Carrollton	Carrollton Memorial	2.5	0.5	3.0
18	Caruthersville	Caruthersville Memorial	8.5	4.0	12.5
19	Cassville	Cassville Municipal	6.0	4.0	10.0
20	Charleston	Mississippi County	2.0	0.5	2.5
21	Chillicothe	Chillicothe Municipal	4.5	4.0	8.5
22	Clinton	Clinton Memorial	11.5	5.5	17.0
24	Cuba	Cuba Municipal	2.5	1.5	4.0
25	Dexter	Dexter Municipal	12.0	9.0	21.0
26	Doniphan	Doniphan Municipal	2.5	2.0	4.5
27	El Dorado Springs	El Dorado Springs Memorial	1.5	0.5	2.0
28	Eldon	Eldon Model Airpark	5.0	3.0	8.0
29	Excelsior Springs	Excelsior Springs Memorial	4.5	2.5	7.0
30	Farmington	Farmington Regional	10.0	4.5	14.5
31	Festus	Festus Memorial	24.0	17.0	41.0
32	Fredericktown	Fredericktown Regional	2.5	1.5	4.0
33	Fulton	Elton Hensley Memorial	15.0	11.0	26.0
34	Gainesville	Gainesville Memorial	1.0	0.0	1.0
35	Gideon	Gideon Memorial	3.0	2.0	5.0
36	Grain Valley	East Kansas City	11.5	9.5	21.0
37	Hannibal	Hannibal Municipal	9.0	6.0	15.0
38	Harrisonville	Lawrence Smith Memorial	23.5	16.5	40.0
39	Hermann	Hermann Municipal	1.5	0.5	2.0
40	Higginsville	Higginsville Industrial Municipal	10.0	8.0	18.0
41	Hornersville	Hornersville Memorial	1.0	0.0	1.0
42	Houston	Houston Memorial	5.0	1.5	6.5
43	Jefferson City	Jefferson City Memorial	120.5	91.0	211.5
45	Kahoka	Kahoka Municipal	0.5	0.0	0.5
46	Kaiser/Lake Ozark	Lee C Fine Memorial	9.0	5.5	14.5
47	Kansas City*	Charles B Wheeler Downtown	333.0	239.0	572.0
48	Kennett	Kennett Memorial	21.0	12.0	33.0
50	Lamar	Lamar Municipal	7.0	3.0	10.0
51	Lebanon	Floyd W Jones	17.0	7.5	24.5
52	Lee's Summit	Lee's Summit Municipal	59.0	30.5	89.5
53	Lexington	Lexington Municipal	25.0	20.0	45.0
54	Lincoln	Lincoln Municipal	2.0	0.5	2.5
55	Linn	Linn State Technical College Airport	7.5	6.0	13.5
56	Macon	Macon-Fower Memorial	11.5	8.5	20.0
57	Malden	Malden Regional	10.5	8.5	19.0
58	Mansfield	Mansfield Municipal	2.5	0.5	3.0
59	Marble Hill	Twin City Airpark	2.0	0.5	2.5
60	Marshall	Marshall Memorial Municipal	4.5	3.5	8.0
61	Maryville	Northwest Missouri Regional	5.5	3.5	9.0
62	Memphis	Memphis Memorial	1.0	0.0	1.0
63	Mexico	Mexico Memorial	24.0	16.0	40.0



Appendix A





Appendix A



**Table A-5
2002 Total Employment**

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT EMPLOYMENT	SECONDARY EMPLOYMENT	TOTAL EMPLOYMENT
64	Moberly	Omar N Bradley	7.0	4.5	11.5
65	Monett	Monett Municipal	47.5	38.0	85.5
66	Monroe City	Monroe City Regional	5.5	3.0	8.5
67	Montgomery City	Montgomery-Wehrman	2.5	1.5	4.0
68	Monticello	Lewis County Regional	1.5	0.5	2.0
69	Mosby	Clay County Regional	9.5	5.5	15.0
70	Mount Vernon	Mount Vernon Municipal	3.5	2.5	6.0
71	Mountain Grove	Mountain Grove Memorial	9.0	4.5	13.5
72	Mountain View	Mountain View	7.5	3.5	11.0
73	Neosho	Hugh Robinson Memorial	11.5	5.5	17.0
74	Nevada	Nevada Municipal	1.5	1.0	2.5
75	New Madrid	County Memorial	3.5	1.5	5.0
76	Osage Beach	Grand Glaize	12.0	7.0	19.0
77	Osceola	Osceola Municipal	0.5	0.0	0.5
78	Ozark	Air Park South	2.5	1.5	4.0
79	Perryville	Perryville Municipal	415.5	346.5	762.0
80	Piedmont	Piedmont Municipal	1.5	0.5	2.0
81	Point Lookout	M Graham Clark	40.5	26.0	66.5
82	Poplar Bluff	Poplar Bluff Municipal	15.0	8.5	23.5
83	Potosi	Washington County	3.0	1.5	4.5
84	Princeton	Princeton-Kauffman Memorial	0.5	0.0	0.5
85	Richland	Richland Municipal	0.5	0.0	0.5
86	Rolla	Rolla Downtown	2.0	1.5	3.5
87	Rolla/Vichy	Rolla National	32.0	22.0	54.0
88	Saint Charles	Saint Charles	69.0	57.0	126.0
89	Saint Charles	Saint Charles County Smartt	32.0	17.5	49.5
90	Saint Clair	Saint Clair Regional	5.0	2.5	7.5
91	Saint Joseph	Rosecrans Memorial	723.0	623.5	1,346.5
92	Saint Louis	Creve Coeur	13.5	7.0	20.5
93	Saint Louis*	Spirit of Saint Louis	1,720.5	1,232.0	2,952.5
94	Salem	Salem Memorial	3.5	1.5	5.0
95	Sedalia	Sedalia Memorial	25.0	13.5	38.5
96	Shelbyville	Shelby County	0.5	0.0	0.5
97	Sikeston	Sikeston Memorial Municipal	4.0	3.5	7.5
98	Slater	Slater Memorial	6.5	2.0	8.5
100	Steele	Steele Municipal	5.0	4.0	9.0
101	Stockton	Stockton Municipal	1.0	1.0	2.0
102	Sullivan	Sullivan Regional	8.5	6.0	14.5
103	Tarkio	Gould Peterson Municipal	4.0	2.5	6.5
104	Thayer	Thayer Memorial	3.0	1.0	4.0
105	Trenton	Trenton Municipal	3.5	2.0	5.5
106	Unionville	Unionville Municipal	1.5	0.5	2.0
107	Van Buren	Bollinger Crass Memorial	1.0	0.0	1.0
108	Versailles	Roy Otten Memorial	8.5	5.5	14.0
109	Warrensburg	CMSU Max B Swisher Skyhaven	44.0	33.5	77.5
110	Warsaw	Warsaw Municipal	2.5	2.0	4.5
111	Washington	Washington Memorial	10.5	5.5	16.0
113	West Plains	West Plains Municipal	37.0	24.0	61.0
114	Willow Springs	Willow Springs Memorial	3.0	1.0	4.0
General Aviation Airports Total			4,291.0	3,147.5	7,438.5
Total			6,273.0	4,775.0	11,048.0

* This data was provided by airport management or determined as part of an airport-specific economic study

** Benefit associated with general aviation activity only

Source: Wilbur Smith Associates, Inc.

Table A-6
2002 On-Airport Tenant Payroll

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT PAYROLL	SECONDARY PAYROLL	TOTAL PAYROLL
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	\$ 1,088,400	\$ 669,200	\$ 1,757,600
23	Columbia	Columbia Regional	\$ 16,044,000	\$ 10,439,100	\$ 26,483,100
44	Joplin	Joplin Regional	\$ 2,557,000	\$ 1,537,900	\$ 4,094,900
NA	Kansas City*	Kansas City International	\$ 23,638,300	\$ 13,983,100	\$ 37,621,400
49	Kirksville	Kirksville Regional	Confidential	Confidential	Confidential
NA	Saint Louis	Lambert-Saint Louis International	\$ 11,423,000	\$ 6,801,200	\$ 18,224,200
99	Springfield	Springfield-Branson Regional	\$ 13,936,700	\$ 9,063,100	\$ 22,999,800
112	Waynesville	Waynesville (Regional Airport at Forney Field)	\$ 569,300	\$ 374,100	\$ 943,400
Commercial Service Airports Total**			\$ 69,421,100	\$ 42,973,000	\$ 112,394,100
General Aviation Airports					
1	Albany	Albany Municipal	\$ 2,000	\$ 1,300	\$ 3,300
2	Aurora	Jerry Sumners Sr. Aurora Municipal	Confidential	Confidential	Confidential
3	Ava	Ava Bill Martin Memorial	\$ 7,200	\$ 4,700	\$ 11,900
4	Bethany	Bethany Memorial	\$ 7,200	\$ 4,700	\$ 11,900
5	Bismarck	Bismarck Memorial	\$ 7,200	\$ 4,700	\$ 11,900
6	Bolivar	Bolivar Municipal	Confidential	Confidential	Confidential
7	Boonville	Jesse Viertel Memorial	\$ 123,300	\$ 75,800	\$ 199,100
8	Bowling Green	Bowling Green Municipal	Confidential	Confidential	Confidential
10	Buffalo	Buffalo Municipal	\$ 7,200	\$ 4,700	\$ 11,900
11	Butler	Butler Memorial	\$ 79,600	\$ 47,400	\$ 127,000
12	Cabool	Cabool Memorial	\$ 7,200	\$ 4,700	\$ 11,900
13	Camdenton	Camdenton Memorial	\$ 52,500	\$ 31,800	\$ 84,300
14	Cameron	Cameron Memorial	Confidential	Confidential	Confidential
15	Campbell	Campbell Municipal	Confidential	Confidential	Confidential
17	Carrollton	Carrollton Memorial	\$ 7,200	\$ 4,700	\$ 11,900
18	Caruthersville	Caruthersville Memorial	Confidential	Confidential	Confidential
19	Cassville	Cassville Municipal	\$ 73,900	\$ 44,400	\$ 118,300
20	Charleston	Mississippi County	\$ 7,200	\$ 4,700	\$ 11,900
21	Chillicothe	Chillicothe Municipal	Confidential	Confidential	Confidential
22	Clinton	Clinton Memorial	\$ 40,600	\$ 24,400	\$ 65,000
24	Cuba	Cuba Municipal	Confidential	Confidential	Confidential
25	Dexter	Dexter Municipal	\$ 265,000	\$ 169,800	\$ 434,800
26	Doniphan	Doniphan Municipal	Confidential	Confidential	Confidential
27	El Dorado Springs	El Dorado Springs Memorial	\$ 7,200	\$ 4,700	\$ 11,900
28	Eldon	Eldon Model Airpark	\$ 43,000	\$ 28,300	\$ 71,300
29	Excelsior Springs	Excelsior Springs Memorial	Confidential	Confidential	Confidential
30	Farmington	Farmington Regional	Confidential	Confidential	Confidential
31	Festus	Festus Memorial	\$ 390,800	\$ 232,100	\$ 622,900
32	Fredericktown	Fredericktown Regional	Confidential	Confidential	Confidential
33	Fulton	Elton Hensley Memorial	\$ 245,000	\$ 150,200	\$ 395,200
34	Gainesville	Gainesville Memorial	\$ 7,200	\$ 4,700	\$ 11,900
35	Gideon	Gideon Memorial	Confidential	Confidential	Confidential
36	Grain Valley	East Kansas City	\$ 146,800	\$ 89,800	\$ 236,600
37	Hannibal	Hannibal Municipal	Confidential	Confidential	Confidential
38	Harrisonville	Lawrence Smith Memorial	Confidential	Confidential	Confidential
39	Hermann	Hermann Municipal	\$ 7,200	\$ 4,700	\$ 11,900
40	Higginsville	Higginsville Industrial Municipal	\$ 243,800	\$ 144,300	\$ 388,100
41	Homersville	Homersville Memorial	\$ 7,200	\$ 4,700	\$ 11,900
42	Houston	Houston Memorial	\$ 7,200	\$ 4,700	\$ 11,900
43	Jefferson City	Jefferson City Memorial	\$ 3,321,700	\$ 2,136,300	\$ 5,458,000
45	Kahoka	Kahoka Municipal	\$ 7,200	\$ 4,700	\$ 11,900
46	Kaiser/Lake Ozark	Lee C Fine Memorial	\$ 138,800	\$ 91,100	\$ 229,900
47	Kansas City*	Charles B Wheeler Downtown	\$ 5,733,500	\$ 3,433,500	\$ 9,167,000
48	Kennett	Kennett Memorial	Confidential	Confidential	Confidential
50	Lamar	Lamar Municipal	Confidential	Confidential	Confidential
51	Lebanon	Floyd W Jones	Confidential	Confidential	Confidential
52	Lee's Summit	Lee's Summit Municipal	\$ 614,700	\$ 385,300	\$ 1,000,000
53	Lexington	Lexington Municipal	\$ 137,800	\$ 81,100	\$ 218,900
54	Lincoln	Lincoln Municipal	\$ 7,200	\$ 4,700	\$ 11,900
55	Linn	Linn State Technical College Airport	\$ 163,400	\$ 96,300	\$ 259,700
56	Macon	Macon-Fower Memorial	Confidential	Confidential	Confidential
57	Malden	Malden Regional	\$ 286,200	\$ 177,700	\$ 463,900
58	Mansfield	Mansfield Municipal	\$ 7,200	\$ 4,700	\$ 11,900
59	Marble Hill	Twin City Airpark	\$ 7,200	\$ 4,700	\$ 11,900
60	Marshall	Marshall Memorial Municipal	\$ 95,500	\$ 58,300	\$ 153,800
61	Maryville	Northwest Missouri Regional	Confidential	Confidential	Confidential
62	Memphis	Memphis Memorial	\$ 7,200	\$ 4,700	\$ 11,900
63	Mexico	Mexico Memorial	\$ 356,000	\$ 212,800	\$ 568,800



Appendix A





Appendix A



Table A-6
2002 On-Airport Tenant Payroll

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT PAYROLL	SECONDARY PAYROLL	TOTAL PAYROLL
64	Moberly	Omar N Bradley	\$ 185,600	\$ 111,400	\$ 297,000
65	Monett	Monett Municipal	\$ 1,539,000	\$ 915,900	\$ 2,454,900
66	Monroe City	Monroe City Regional	\$ 57,300	\$ 37,700	\$ 95,000
67	Montgomery City	Montgomery-Wehrman	Confidential	Confidential	Confidential
68	Monticello	Lewis County Regional	\$ 7,200	\$ 4,700	\$ 11,900
69	Mosby	Clay County Regional	\$ 81,300	\$ 53,400	\$ 134,700
70	Mount Vernon	Mount Vernon Municipal	\$ 75,800	\$ 45,200	\$ 121,000
71	Mountain Grove	Mountain Grove Memorial	Confidential	Confidential	Confidential
72	Mountain View	Mountain View	\$ 57,300	\$ 37,700	\$ 95,000
73	Neosho	Hugh Robinson Memorial	Confidential	Confidential	Confidential
74	Nevada	Nevada Municipal	Confidential	Confidential	Confidential
75	New Madrid	County Memorial	Confidential	Confidential	Confidential
76	Osage Beach	Grand Glaize	Confidential	Confidential	Confidential
77	Osceola	Osceola Municipal	\$ 7,200	\$ 4,700	\$ 11,900
78	Ozark	Air Park South	Confidential	Confidential	Confidential
79	Perryville	Perryville Municipal	\$ 10,809,800	\$ 6,377,700	\$ 17,187,500
80	Piedmont	Piedmont Municipal	\$ 7,200	\$ 4,700	\$ 11,900
81	Point Lookout	M Graham Clark	\$ 602,100	\$ 395,600	\$ 997,700
82	Poplar Bluff	Poplar Bluff Municipal	Confidential	Confidential	Confidential
83	Potosi	Washington County	\$ 25,900	\$ 16,900	\$ 42,800
84	Princeton	Princeton-Kauffman Memorial	\$ 1,000	\$ 600	\$ 1,600
85	Richland	Richland Municipal	\$ 7,200	\$ 4,700	\$ 11,900
86	Rolla	Rolla Downtown	Confidential	Confidential	Confidential
87	Rolla/Vichy	Rolla National	Confidential	Confidential	Confidential
88	Saint Charles	Saint Charles	Confidential	Confidential	Confidential
89	Saint Charles	Saint Charles County Smartt	\$ 413,700	\$ 256,300	\$ 670,000
90	Saint Clair	Saint Clair Regional	\$ 28,700	\$ 18,800	\$ 47,500
91	Saint Joseph	Rosecrans Memorial	\$ 37,976,700	\$ 24,899,200	\$ 62,875,900
92	Saint Louis	Creve Coeur	Confidential	Confidential	Confidential
93	Saint Louis*	Spirit of Saint Louis	\$ 60,300,900	\$ 35,946,500	\$ 96,247,400
94	Salem	Salem Memorial	\$ 2,800	\$ 1,800	\$ 4,600
95	Sedalia	Sedalia Memorial	Confidential	Confidential	Confidential
96	Shelbyville	Shelby County	\$ 7,200	\$ 4,700	\$ 11,900
97	Sikeston	Sikeston Memorial Municipal	\$ 99,600	\$ 60,700	\$ 160,300
98	Slater	Slater Memorial	\$ 7,200	\$ 4,700	\$ 11,900
100	Steele	Steele Municipal	Confidential	Confidential	Confidential
101	Stockton	Stockton Municipal	\$ 28,700	\$ 18,800	\$ 47,500
102	Sullivan	Sullivan Regional	Confidential	Confidential	Confidential
103	Tarkio	Could Peterson Municipal	Confidential	Confidential	Confidential
104	Thayer	Thayer Memorial	\$ 7,200	\$ 4,700	\$ 11,900
105	Trenton	Trenton Municipal	\$ 28,200	\$ 18,500	\$ 46,700
106	Unionville	Unionville Municipal	\$ 7,200	\$ 4,700	\$ 11,900
107	Van Buren	Bollinger Crass Memorial	\$ 7,200	\$ 4,700	\$ 11,900
108	Versailles	Roy Otten Memorial	\$ 125,800	\$ 74,600	\$ 200,400
109	Warrensburg	CMSU Max B Swisher Skyhaven	Confidential	Confidential	Confidential
110	Warsaw	Warsaw Municipal	\$ 43,000	\$ 28,300	\$ 71,300
111	Washington	Washington Memorial	Confidential	Confidential	Confidential
113	West Plains	West Plains Municipal	Confidential	Confidential	Confidential
114	Willow Springs	Willow Springs Memorial	\$ 7,200	\$ 4,700	\$ 11,900
General Aviation Airports Total			\$ 131,299,600	\$ 80,841,600	\$ 212,141,200
Total			\$ 200,720,700	\$ 123,814,600	\$ 324,535,300

* This data was provided by airport management or determined as part of an airport-specific economic study

** Benefit associated with general aviation activity only

Source: Wilbur Smith Associates, Inc.

**Table A-7
2002 Visitor Payroll**

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT PAYROLL	SECONDARY PAYROLL	TOTAL PAYROLL
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	\$ 344,300	\$ 234,900	\$ 579,200
23	Columbia	Columbia Regional	\$ 486,000	\$ 331,600	\$ 817,600
44	Joplin	Joplin Regional	\$ 475,900	\$ 324,800	\$ 800,700
NA	Kansas City*	Kansas City International	\$ 182,300	\$ 124,400	\$ 306,700
49	Kirksville	Kirksville Regional	Confidential	Confidential	Confidential
NA	Saint Louis	Lambert-Saint Louis International	\$ 496,100	\$ 338,500	\$ 834,600
99	Springfield	Springfield-Branson Regional	\$ 688,500	\$ 469,800	\$ 1,158,300
112	Waynesville	Waynesville (Regional Airport at Forney Field)	\$ 20,300	\$ 13,900	\$ 34,200
Commercial Service Airports Total**			\$ 2,733,900	\$ 1,865,500	\$ 4,599,400
General Aviation Airports					
1	Albany	Albany Municipal	\$ 30,400	\$ 20,700	\$ 51,100
2	Aurora	Jerry Summers Sr. Aurora Municipal	Confidential	Confidential	Confidential
3	Ava	Ava Bill Martin Memorial	\$ 30,400	\$ 20,700	\$ 51,100
4	Bethany	Bethany Memorial	\$ 10,100	\$ 6,900	\$ 17,000
5	Bismarck	Bismarck Memorial	\$ 40,500	\$ 27,600	\$ 68,100
6	Bolivar	Bolivar Municipal	Confidential	Confidential	Confidential
7	Boonville	Jesse Viertel Memorial	\$ 70,900	\$ 48,400	\$ 119,300
8	Bowling Green	Bowling Green Municipal	Confidential	Confidential	Confidential
10	Buffalo	Buffalo Municipal	\$ 50,600	\$ 34,500	\$ 85,100
11	Butler	Butler Memorial	\$ 70,900	\$ 48,400	\$ 119,300
12	Cabool	Cabool Memorial	\$ 40,500	\$ 27,600	\$ 68,100
13	Camdenton	Camdenton Memorial	\$ 162,000	\$ 110,500	\$ 272,500
14	Cameron	Cameron Memorial	Confidential	Confidential	Confidential
15	Campbell	Campbell Municipal	Confidential	Confidential	Confidential
17	Carrollton	Carrollton Memorial	\$ 40,500	\$ 27,600	\$ 68,100
18	Caruthersville	Caruthersville Memorial	Confidential	Confidential	Confidential
19	Cassville	Cassville Municipal	\$ 50,600	\$ 34,500	\$ 85,100
20	Charleston	Mississippi County	\$ 30,400	\$ 20,700	\$ 51,100
21	Chillicothe	Chillicothe Municipal	Confidential	Confidential	Confidential
22	Clinton	Clinton Memorial	\$ 182,300	\$ 124,400	\$ 306,700
24	Cuba	Cuba Municipal	Confidential	Confidential	Confidential
25	Dexter	Dexter Municipal	\$ 50,600	\$ 34,500	\$ 85,100
26	Doniphan	Doniphan Municipal	Confidential	Confidential	Confidential
27	El Dorado Springs	El Dorado Springs Memorial	\$ 20,300	\$ 13,900	\$ 34,200
28	Eldon	Eldon Model Airpark	\$ 70,900	\$ 48,400	\$ 119,300
29	Excelsior Springs	Excelsior Springs Memorial	Confidential	Confidential	Confidential
30	Farmington	Farmington Regional	Confidential	Confidential	Confidential
31	Festus	Festus Memorial	\$ 121,500	\$ 82,900	\$ 204,400
32	Fredericktown	Fredericktown Regional	Confidential	Confidential	Confidential
33	Fulton	Elton Hensley Memorial	\$ 81,000	\$ 55,300	\$ 136,300
34	Gainesville	Gainesville Memorial	\$ 10,100	\$ 6,900	\$ 17,000
35	Gideon	Gideon Memorial	Confidential	Confidential	Confidential
36	Grain Valley	East Kansas City	\$ 20,300	\$ 13,900	\$ 34,200
37	Hannibal	Hannibal Municipal	Confidential	Confidential	Confidential
38	Harrisonville	Lawrence Smith Memorial	Confidential	Confidential	Confidential
39	Hermann	Hermann Municipal	\$ 20,300	\$ 13,900	\$ 34,200
40	Higginsville	Higginsville Industrial Municipal	\$ 20,300	\$ 13,900	\$ 34,200
41	Homersville	Homersville Memorial	\$ 10,100	\$ 6,900	\$ 17,000
42	Houston	Houston Memorial	\$ 91,100	\$ 62,200	\$ 153,300
43	Jefferson City	Jefferson City Memorial	\$ 536,600	\$ 366,200	\$ 902,800
45	Kahoka	Kahoka Municipal	\$ -	\$ -	\$ -
46	Kaiser/Lake Ozark	Lee C Fine Memorial	\$ 101,300	\$ 69,100	\$ 170,400
47	Kansas City*	Charles B Wheeler Downtown	\$ 1,802,300	\$ 1,229,900	\$ 3,032,200
48	Kennett	Kennett Memorial	Confidential	Confidential	Confidential
50	Lamar	Lamar Municipal	Confidential	Confidential	Confidential
51	Lebanon	Floyd W Jones	Confidential	Confidential	Confidential
52	Lee's Summit	Lee's Summit Municipal	\$ 830,300	\$ 566,600	\$ 1,396,900
53	Lexington	Lexington Municipal	\$ 50,600	\$ 34,500	\$ 85,100
54	Lincoln	Lincoln Municipal	\$ 30,400	\$ 20,700	\$ 51,100
55	Linn	Linn State Technical College Airport	\$ 10,100	\$ 6,900	\$ 17,000
56	Macon	Macon-Fower Memorial	Confidential	Confidential	Confidential
57	Malden	Malden Regional	\$ 20,300	\$ 13,900	\$ 34,200
58	Mansfield	Mansfield Municipal	\$ 40,500	\$ 27,600	\$ 68,100
59	Marble Hill	Twin City Airpark	\$ 30,400	\$ 20,700	\$ 51,100
60	Marshall	Marshall Memorial Municipal	\$ 10,100	\$ 6,900	\$ 17,000
61	Maryville	Northwest Missouri Regional	Confidential	Confidential	Confidential
62	Memphis	Memphis Memorial	\$ 10,100	\$ 6,900	\$ 17,000
63	Mexico	Mexico Memorial	\$ 192,400	\$ 131,300	\$ 323,700



Appendix A





Appendix A



Table A-7
2002 Visitor Payroll

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT PAYROLL	SECONDARY PAYROLL	TOTAL PAYROLL
64	Moberly	Omar N Bradley	\$ 60,800	\$ 41,500	\$ 102,300
65	Monett	Monett Municipal	\$ 91,100	\$ 62,200	\$ 153,300
66	Monroe City	Monroe City Regional	\$ 70,900	\$ 48,400	\$ 119,300
67	Montgomery City	Montgomery-Wehrman	Confidential	Confidential	Confidential
68	Monticello	Lewis County Regional	\$ 20,300	\$ 13,900	\$ 34,200
69	Mosby	Clay County Regional	\$ 111,400	\$ 76,000	\$ 187,400
70	Mount Vernon	Mount Vernon Municipal	\$ -	\$ -	\$ -
71	Mountain Grove	Mountain Grove Memorial	Confidential	Confidential	Confidential
72	Mountain View	Mountain View	\$ 111,400	\$ 76,000	\$ 187,400
73	Neosho	Hugh Robinson Memorial	Confidential	Confidential	Confidential
74	Nevada	Nevada Municipal	Confidential	Confidential	Confidential
75	New Madrid	County Memorial	Confidential	Confidential	Confidential
76	Osage Beach	Grand Glaize	Confidential	Confidential	Confidential
77	Osceola	Osceola Municipal	\$ -	\$ -	\$ -
78	Ozark	Air Park South	Confidential	Confidential	Confidential
79	Perryville	Perryville Municipal	\$ 141,800	\$ 96,800	\$ 238,600
80	Piedmont	Piedmont Municipal	\$ 20,300	\$ 13,900	\$ 34,200
81	Point Lookout	M Graham Clark	\$ 394,900	\$ 269,500	\$ 664,400
82	Poplar Bluff	Poplar Bluff Municipal	Confidential	Confidential	Confidential
83	Potosi	Washington County	\$ 40,500	\$ 27,600	\$ 68,100
84	Princeton	Princeton-Kauffman Memorial	\$ -	\$ -	\$ -
85	Richland	Richland Municipal	\$ -	\$ -	\$ -
86	Rolla	Rolla Downtown	Confidential	Confidential	Confidential
87	Rolla/Vichy	Rolla National	Confidential	Confidential	Confidential
88	Saint Charles	Saint Charles	Confidential	Confidential	Confidential
89	Saint Charles	Saint Charles County Smartt	\$ 415,100	\$ 283,300	\$ 698,400
90	Saint Clair	Saint Clair Regional	\$ 81,000	\$ 55,300	\$ 136,300
91	Saint Joseph	Rosecrans Memorial	\$ 202,500	\$ 138,200	\$ 340,700
92	Saint Louis	Creve Coeur	Confidential	Confidential	Confidential
93	Saint Louis*	Spirit of Saint Louis	\$ 9,487,100	\$ 6,473,900	\$ 15,961,000
94	Salem	Salem Memorial	\$ 60,800	\$ 41,500	\$ 102,300
95	Sedalia	Sedalia Memorial	Confidential	Confidential	Confidential
96	Shelbyville	Shelby County	\$ -	\$ -	\$ -
97	Sikeston	Sikeston Memorial Municipal	\$ -	\$ -	\$ -
98	Slater	Slater Memorial	\$ 121,500	\$ 82,900	\$ 204,400
100	Steele	Steele Municipal	Confidential	Confidential	Confidential
101	Stockton	Stockton Municipal	\$ -	\$ -	\$ -
102	Sullivan	Sullivan Regional	Confidential	Confidential	Confidential
103	Tarkio	Gould Peterson Municipal	Confidential	Confidential	Confidential
104	Thayer	Thayer Memorial	\$ 50,600	\$ 34,500	\$ 85,100
105	Trenton	Trenton Municipal	\$ 50,600	\$ 34,500	\$ 85,100
106	Unionville	Unionville Municipal	\$ 20,300	\$ 13,900	\$ 34,200
107	Van Buren	Bollinger Crass Memorial	\$ 10,100	\$ 6,900	\$ 17,000
108	Versailles	Roy Otten Memorial	\$ 60,800	\$ 41,500	\$ 102,300
109	Warrensburg	CMSU Max B Swisher Skyhaven	Confidential	Confidential	Confidential
110	Warsaw	Warsaw Municipal	\$ 20,300	\$ 13,900	\$ 34,200
111	Washington	Washington Memorial	Confidential	Confidential	Confidential
113	West Plains	West Plains Municipal	Confidential	Confidential	Confidential
114	Willow Springs	Willow Springs Memorial	\$ 50,600	\$ 34,500	\$ 85,100
General Aviation Airports Total			\$ 20,564,700	\$ 14,032,900	\$ 34,597,600
Total			\$ 23,298,600	\$ 15,898,400	\$ 39,197,000

* This data was provided by airport management or determined as part of an airport-specific economic study

** Benefit associated with general aviation activity only

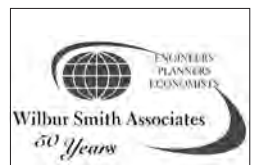
Source: Wilbur Smith Associates, Inc.

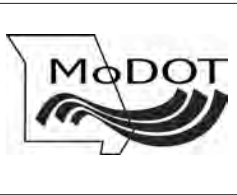
**Table A-8
2002 Total Payroll**

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT PAYROLL	SECONDARY PAYROLL	TOTAL PAYROLL
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	\$ 1,432,700	\$ 904,100	\$ 2,336,800
23	Columbia	Columbia Regional	\$ 16,530,000	\$ 10,770,700	\$ 27,300,700
44	Joplin	Joplin Regional	\$ 3,032,900	\$ 1,862,700	\$ 4,895,600
NA	Kansas City*	Kansas City International	\$ 23,820,600	\$ 14,107,500	\$ 37,928,100
49	Kirksville	Kirksville Regional	\$ 204,900	\$ 132,900	\$ 337,800
NA	Saint Louis	Lambert-Saint Louis International	\$ 11,919,100	\$ 7,139,700	\$ 19,058,800
99	Springfield	Springfield-Branson Regional	\$ 14,625,200	\$ 9,532,900	\$ 24,158,100
112	Waynesville	Waynesville (Regional Airport at Forney Field)	\$ 589,600	\$ 388,000	\$ 977,600
Commercial Service Airports Total**			\$ 72,155,000	\$ 44,838,500	\$ 116,993,500
General Aviation Airports					
1	Albany	Albany Municipal	\$ 32,400	\$ 22,000	\$ 54,400
2	Aurora	Jerry Sumners Sr. Aurora Municipal	\$ 240,700	\$ 147,100	\$ 387,800
3	Ava	Ava Bill Martin Memorial	\$ 37,600	\$ 25,400	\$ 63,000
4	Bethany	Bethany Memorial	\$ 17,300	\$ 11,600	\$ 28,900
5	Bismarck	Bismarck Memorial	\$ 47,700	\$ 32,300	\$ 80,000
6	Bolivar	Bolivar Municipal	\$ 299,700	\$ 195,900	\$ 495,600
7	Boonville	Jesse Viertel Memorial	\$ 194,200	\$ 124,200	\$ 318,400
8	Bowling Green	Bowling Green Municipal	\$ 108,700	\$ 68,900	\$ 177,600
10	Buffalo	Buffalo Municipal	\$ 57,800	\$ 39,200	\$ 97,000
11	Butler	Butler Memorial	\$ 150,500	\$ 95,800	\$ 246,300
12	Cabool	Cabool Memorial	\$ 47,700	\$ 32,300	\$ 80,000
13	Camdenton	Camdenton Memorial	\$ 214,500	\$ 142,300	\$ 356,800
14	Cameron	Cameron Memorial	\$ 78,600	\$ 50,600	\$ 129,200
15	Campbell	Campbell Municipal	\$ 54,100	\$ 34,400	\$ 88,500
17	Carrollton	Carrollton Memorial	\$ 47,700	\$ 32,300	\$ 80,000
18	Caruthersville	Caruthersville Memorial	\$ 170,000	\$ 111,900	\$ 281,900
19	Cassville	Cassville Municipal	\$ 124,500	\$ 78,900	\$ 203,400
20	Charleston	Mississippi County	\$ 37,600	\$ 25,400	\$ 63,000
21	Chillicothe	Chillicothe Municipal	\$ 70,300	\$ 43,600	\$ 113,900
22	Clinton	Clinton Memorial	\$ 222,900	\$ 148,800	\$ 371,700
24	Cuba	Cuba Municipal	\$ 55,800	\$ 35,000	\$ 90,800
25	Dexter	Dexter Municipal	\$ 315,600	\$ 204,300	\$ 519,900
26	Doniphan	Doniphan Municipal	\$ 60,500	\$ 36,200	\$ 96,700
27	El Dorado Springs	El Dorado Springs Memorial	\$ 27,500	\$ 18,600	\$ 46,100
28	Eldon	Eldon Model Airpark	\$ 113,900	\$ 76,700	\$ 190,600
29	Excelsior Springs	Excelsior Springs Memorial	\$ 88,700	\$ 57,500	\$ 146,200
30	Farmington	Farmington Regional	\$ 207,100	\$ 139,000	\$ 346,100
31	Festus	Festus Memorial	\$ 512,300	\$ 315,000	\$ 827,300
32	Fredericktown	Fredericktown Regional	\$ 58,600	\$ 38,300	\$ 96,900
33	Fulton	Elton Hensley Memorial	\$ 326,000	\$ 205,500	\$ 531,500
34	Gainesville	Gainesville Memorial	\$ 17,300	\$ 11,600	\$ 28,900
35	Gideon	Gideon Memorial	\$ 58,600	\$ 35,900	\$ 94,500
36	Grain Valley	East Kansas City	\$ 167,100	\$ 103,700	\$ 270,800
37	Hannibal	Hannibal Municipal	\$ 222,700	\$ 143,700	\$ 366,400
38	Harrisonville	Lawrence Smith Memorial	\$ 566,900	\$ 350,900	\$ 917,800
39	Hermann	Hermann Municipal	\$ 27,500	\$ 18,600	\$ 46,100
40	Higginsville	Higginsville Industrial Municipal	\$ 264,100	\$ 158,200	\$ 422,300
41	Homersville	Homersville Memorial	\$ 17,300	\$ 11,600	\$ 28,900
42	Houston	Houston Memorial	\$ 98,300	\$ 66,900	\$ 165,200
43	Jefferson City	Jefferson City Memorial	\$ 3,858,300	\$ 2,502,500	\$ 6,360,800
45	Kahoka	Kahoka Municipal	\$ 7,200	\$ 4,700	\$ 11,900
46	Kaiser/Lake Ozark	Lee C Fine Memorial	\$ 240,100	\$ 160,200	\$ 400,300
47	Kansas City*	Charles B Wheeler Downtown	\$ 7,535,800	\$ 4,663,400	\$ 12,199,200
48	Kennett	Kennett Memorial	\$ 452,700	\$ 293,000	\$ 745,700
50	Lamar	Lamar Municipal	\$ 146,200	\$ 97,100	\$ 243,300
51	Lebanon	Floyd W Jones	\$ 342,300	\$ 228,600	\$ 570,900
52	Lee's Summit	Lee's Summit Municipal	\$ 1,445,000	\$ 951,900	\$ 2,396,900
53	Lexington	Lexington Municipal	\$ 188,400	\$ 115,600	\$ 304,000
54	Lincoln	Lincoln Municipal	\$ 37,600	\$ 25,400	\$ 63,000
55	Linn	Linn State Technical College Airport	\$ 173,500	\$ 103,200	\$ 276,700
56	Macon	Macon-Fower Memorial	\$ 192,300	\$ 125,700	\$ 318,000
57	Malden	Malden Regional	\$ 306,500	\$ 191,600	\$ 498,100
58	Mansfield	Mansfield Municipal	\$ 47,700	\$ 32,300	\$ 80,000
59	Marble Hill	Twin City Airpark	\$ 37,600	\$ 25,400	\$ 63,000
60	Marshall	Marshall Memorial Municipal	\$ 105,600	\$ 65,200	\$ 170,800
61	Maryville	Northwest Missouri Regional	\$ 103,900	\$ 66,700	\$ 170,600
62	Memphis	Memphis Memorial	\$ 17,300	\$ 11,600	\$ 28,900
63	Mexico	Mexico Memorial	\$ 548,400	\$ 344,100	\$ 892,500
64	Moberly	Omar N Bradley	\$ 246,400	\$ 152,900	\$ 399,300
65	Monett	Monett Municipal	\$ 1,630,100	\$ 978,100	\$ 2,608,200



Appendix A





Appendix A



Table A-8
2002 Total Payroll

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT PAYROLL	SECONDARY PAYROLL	TOTAL PAYROLL
66	Monroe City	Monroe City Regional	\$ 128,200	\$ 86,100	\$ 214,300
67	Montgomery City	Montgomery-Wehrman	\$ 51,400	\$ 31,200	\$ 82,600
68	Monticello	Lewis County Regional	\$ 27,800	\$ 18,600	\$ 46,100
69	Mosby	Clay County Regional	\$ 192,700	\$ 129,400	\$ 322,100
70	Mount Vernon	Mount Vernon Municipal	\$ 75,800	\$ 45,200	\$ 121,000
71	Mountain Grove	Mountain Grove Memorial	\$ 187,200	\$ 123,600	\$ 310,800
72	Mountain View	Mountain View	\$ 168,700	\$ 113,700	\$ 282,400
73	Neosho	Hugh Robinson Memorial	\$ 249,200	\$ 162,400	\$ 411,600
74	Nevada	Nevada Municipal	\$ 27,800	\$ 16,900	\$ 44,700
75	New Madrid	County Memorial	\$ 68,300	\$ 44,800	\$ 112,800
76	Osage Beach	Grand Glaize	\$ 296,200	\$ 192,100	\$ 488,300
77	Osceola	Osceola Municipal	\$ 7,200	\$ 4,700	\$ 11,900
78	Ozark	Air Park South	\$ 51,000	\$ 32,900	\$ 83,900
79	Perryville	Perryville Municipal	\$ 10,951,600	\$ 6,474,500	\$ 17,426,100
80	Piedmont	Piedmont Municipal	\$ 27,500	\$ 18,600	\$ 46,100
81	Point Lookout	M Graham Clark	\$ 997,000	\$ 665,100	\$ 1,662,100
82	Poplar Bluff	Poplar Bluff Municipal	\$ 303,400	\$ 194,300	\$ 497,700
83	Potosi	Washington County	\$ 66,400	\$ 44,500	\$ 110,900
84	Princeton	Princeton-Kauffman Memorial	\$ 1,000	\$ 600	\$ 1,600
85	Richland	Richland Municipal	\$ 7,200	\$ 4,700	\$ 11,900
86	Rolla	Rolla Downtown	\$ 40,900	\$ 26,100	\$ 67,000
87	Rolla/Vichy	Rolla National	\$ 739,400	\$ 462,800	\$ 1,202,200
88	Saint Charles	Saint Charles	\$ 1,064,700	\$ 672,200	\$ 1,736,900
89	Saint Charles	Saint Charles County Smartt	\$ 828,800	\$ 539,600	\$ 1,368,400
90	Saint Clair	Saint Clair Regional	\$ 109,700	\$ 74,100	\$ 183,800
91	Saint Joseph	Rosecrans Memorial	\$ 38,179,200	\$ 25,037,400	\$ 63,216,600
92	Saint Louis	Creve Coeur	\$ 258,300	\$ 168,100	\$ 426,400
93	Saint Louis*	Spirit of Saint Louis	\$ 69,788,000	\$ 42,420,400	\$ 112,208,400
94	Salem	Salem Memorial	\$ 63,600	\$ 43,300	\$ 106,900
95	Sedalia	Sedalia Memorial	\$ 489,700	\$ 326,600	\$ 816,300
96	Shelbyville	Shelby County	\$ 7,200	\$ 4,700	\$ 11,900
97	Sikeston	Sikeston Memorial Municipal	\$ 99,600	\$ 60,700	\$ 160,300
98	Slater	Slater Memorial	\$ 128,700	\$ 87,600	\$ 216,300
100	Steele	Steele Municipal	\$ 22,100	\$ 14,300	\$ 36,400
101	Stockton	Stockton Municipal	\$ 28,700	\$ 18,800	\$ 47,500
102	Sullivan	Sullivan Regional	\$ 152,800	\$ 96,400	\$ 249,200
103	Tarkio	Gould Peterson Municipal	\$ 77,600	\$ 49,000	\$ 126,600
104	Thayer	Thayer Memorial	\$ 57,800	\$ 39,200	\$ 97,000
105	Trenton	Trenton Municipal	\$ 78,800	\$ 53,000	\$ 131,800
106	Unionville	Unionville Municipal	\$ 27,500	\$ 18,600	\$ 46,100
107	Van Buren	Bollinger Crass Memorial	\$ 17,300	\$ 11,600	\$ 28,900
108	Versailles	Roy Otten Memorial	\$ 186,600	\$ 116,100	\$ 302,700
109	Warrensburg	CMSU Max B Swisher Skyhaven	\$ 1,176,900	\$ 711,700	\$ 1,888,600
110	Warsaw	Warsaw Municipal	\$ 63,300	\$ 42,200	\$ 105,500
111	Washington	Washington Memorial	\$ 173,000	\$ 114,700	\$ 287,700
113	West Plains	West Plains Municipal	\$ 937,800	\$ 593,200	\$ 1,531,000
114	Willow Springs	Willow Springs Memorial	\$ 57,800	\$ 39,200	\$ 97,000
General Aviation Airports Total			\$ 151,864,300	\$ 94,874,500	\$ 246,738,800
Total			\$ 224,019,300	\$ 139,713,000	\$ 363,732,300

* This data was provided by airport management or determined as part of an airport-specific economic study
 ** Benefit associated with general aviation activity only
 Source: Wilbur Smith Associates, Inc.

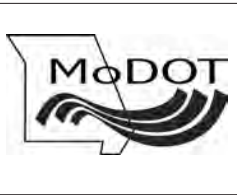
Table A-9
2002 On-Airport Tenant Output

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT OUTPUT	SECONDARY OUTPUT	TOTAL OUTPUT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	\$ 4,440,900	\$ 3,086,000	\$ 7,526,900
23	Columbia	Columbia Regional	\$ 53,704,900	\$ 41,212,300	\$ 94,917,200
44	Joplin	Joplin Regional	\$ 6,834,800	\$ 4,720,400	\$ 11,555,200
NA	Kansas City*	Kansas City International	\$ 50,822,100	\$ 32,682,800	\$ 83,504,900
49	Kirksville	Kirksville Regional	Confidential	Confidential	Confidential
NA	Saint Louis	Lambert-Saint Louis International	\$ 34,269,100	\$ 22,004,700	\$ 56,273,800
99	Springfield	Springfield-Branson Regional	\$ 45,563,200	\$ 35,313,700	\$ 80,876,900
112	Waynesville	Waynesville (Regional Airport at Forney Field)	\$ 676,400	\$ 538,900	\$ 1,215,300
Commercial Service Airports Total**			\$ 196,726,200	\$ 139,876,200	\$ 336,602,400
General Aviation Airports					
1	Albany	Albany Municipal	\$ 87,400	\$ 69,600	\$ 157,000
2	Aurora	Jerry Summers Sr. Aurora Municipal	Confidential	Confidential	Confidential
3	Ava	Ava Bill Martin Memorial	\$ 12,800	\$ 10,200	\$ 23,000
4	Bethany	Bethany Memorial	\$ 11,200	\$ 8,900	\$ 20,100
5	Bismarck	Bismarck Memorial	\$ 41,500	\$ 33,200	\$ 74,700
6	Bolivar	Bolivar Municipal	Confidential	Confidential	Confidential
7	Boonville	Jesse Viertel Memorial	\$ 1,448,900	\$ 1,098,900	\$ 2,547,800
8	Bowling Green	Bowling Green Municipal	Confidential	Confidential	Confidential
10	Buffalo	Buffalo Municipal	\$ 37,100	\$ 29,600	\$ 66,700
11	Butler	Butler Memorial	\$ 419,800	\$ 283,900	\$ 703,700
12	Cabool	Cabool Memorial	\$ 12,600	\$ 10,100	\$ 22,700
13	Camdenton	Camdenton Memorial	\$ 624,200	\$ 470,300	\$ 1,094,500
14	Cameron	Cameron Memorial	Confidential	Confidential	Confidential
15	Campbell	Campbell Municipal	Confidential	Confidential	Confidential
17	Carrollton	Carrollton Memorial	\$ 9,000	\$ 7,100	\$ 16,100
18	Caruthersville	Caruthersville Memorial	Confidential	Confidential	Confidential
19	Cassville	Cassville Municipal	\$ 338,900	\$ 224,700	\$ 563,600
20	Charleston	Mississippi County	\$ 8,200	\$ 6,500	\$ 14,700
21	Chillicothe	Chillicothe Municipal	Confidential	Confidential	Confidential
22	Clinton	Clinton Memorial	\$ 364,600	\$ 257,400	\$ 622,000
24	Cuba	Cuba Municipal	Confidential	Confidential	Confidential
25	Dexter	Dexter Municipal	\$ 606,500	\$ 439,700	\$ 1,046,200
26	Doniphan	Doniphan Municipal	Confidential	Confidential	Confidential
27	El Dorado Springs	El Dorado Springs Memorial	\$ 69,000	\$ 55,000	\$ 124,000
28	Eldon	Eldon Model Airpark	\$ 68,600	\$ 54,600	\$ 123,200
29	Excelsior Springs	Excelsior Springs Memorial	Confidential	Confidential	Confidential
30	Farmington	Farmington Regional	Confidential	Confidential	Confidential
31	Festus	Festus Memorial	\$ 1,739,600	\$ 1,128,900	\$ 2,868,500
32	Fredericktown	Fredericktown Regional	Confidential	Confidential	Confidential
33	Fulton	Elton Hensley Memorial	\$ 1,223,500	\$ 863,600	\$ 2,087,100
34	Gainesville	Gainesville Memorial	\$ 19,900	\$ 15,800	\$ 35,700
35	Gideon	Gideon Memorial	Confidential	Confidential	Confidential
36	Grain Valley	East Kansas City	\$ 693,200	\$ 477,300	\$ 1,170,500
37	Hannibal	Hannibal Municipal	Confidential	Confidential	Confidential
38	Harrisonville	Lawrence Smith Memorial	Confidential	Confidential	Confidential
39	Hermann	Hermann Municipal	\$ 24,200	\$ 19,200	\$ 43,400
40	Higginsville	Higginsville Industrial Municipal	\$ 1,094,900	\$ 707,000	\$ 1,801,900
41	Homersville	Homersville Memorial	\$ 36,500	\$ 29,200	\$ 65,700
42	Houston	Houston Memorial	\$ 19,900	\$ 15,800	\$ 35,700
43	Jefferson City	Jefferson City Memorial	\$ 5,298,800	\$ 3,934,300	\$ 9,233,100
45	Kahoka	Kahoka Municipal	\$ 33,500	\$ 26,700	\$ 60,200
46	Kaiser/Lake Ozark	Lee C Fine Memorial	\$ 835,700	\$ 665,800	\$ 1,501,500
47	Kansas City*	Charles B Wheeler Downtown	\$ 23,354,000	\$ 15,141,900	\$ 38,495,900
48	Kennett	Kennett Memorial	Confidential	Confidential	Confidential
50	Lamar	Lamar Municipal	Confidential	Confidential	Confidential
51	Lebanon	Floyd W Jones	Confidential	Confidential	Confidential
52	Lee's Summit	Lee's Summit Municipal	\$ 3,251,900	\$ 2,383,800	\$ 5,635,700
53	Lexington	Lexington Municipal	\$ 1,913,900	\$ 1,200,200	\$ 3,114,100
54	Lincoln	Lincoln Municipal	\$ 9,200	\$ 7,300	\$ 16,500
55	Linn	Linn State Technical College Airport	\$ 600,700	\$ 376,600	\$ 977,300
56	Macon	Macon-Fower Memorial	Confidential	Confidential	Confidential
57	Malden	Malden Regional	\$ 1,032,800	\$ 722,500	\$ 1,755,300
58	Mansfield	Mansfield Municipal	\$ 23,500	\$ 18,700	\$ 42,200
59	Marble Hill	Twin City Airpark	\$ 18,400	\$ 14,700	\$ 33,100
60	Marshall	Marshall Memorial Municipal	\$ 669,200	\$ 440,700	\$ 1,109,900
61	Maryville	Northwest Missouri Regional	Confidential	Confidential	Confidential
62	Memphis	Memphis Memorial	\$ 28,600	\$ 22,700	\$ 51,300
63	Mexico	Mexico Memorial	\$ 1,658,600	\$ 1,109,000	\$ 2,767,600



Appendix A





Appendix A



Table A-9
2002 On-Airport Tenant Output

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT OUTPUT	SECONDARY OUTPUT	TOTAL OUTPUT
64	Moberly	Omar N Bradley	\$ 725,200	\$ 480,300	\$ 1,205,500
65	Monett	Monett Municipal	\$ 15,948,100	\$ 10,152,000	\$ 26,100,100
66	Monroe City	Monroe City Regional	\$ 107,200	\$ 85,500	\$ 192,700
67	Montgomery City	Montgomery-Wehman	Confidential	Confidential	Confidential
68	Monticello	Lewis County Regional	\$ 20,500	\$ 16,300	\$ 36,800
69	Mosby	Clay County Regional	\$ 604,700	\$ 481,900	\$ 1,086,600
70	Mount Vernon	Mount Vernon Municipal	\$ 341,600	\$ 225,200	\$ 566,800
71	Mountain Grove	Mountain Grove Memorial	Confidential	Confidential	Confidential
72	Mountain View	Mountain View	\$ 361,500	\$ 288,000	\$ 649,500
73	Neosho	Hugh Robinson Memorial	Confidential	Confidential	Confidential
74	Nevada	Nevada Municipal	Confidential	Confidential	Confidential
75	New Madrid	County Memorial	Confidential	Confidential	Confidential
76	Osage Beach	Grand Glaize	Confidential	Confidential	Confidential
77	Osceola	Osceola Municipal	\$ 8,700	\$ 6,900	\$ 15,600
78	Ozark	Air Park South	Confidential	Confidential	Confidential
79	Perryville	Perryville Municipal	\$ 45,932,100	\$ 28,849,800	\$ 74,781,900
80	Piedmont	Piedmont Municipal	\$ 143,900	\$ 114,800	\$ 258,700
81	Point Lookout	M Graham Clark	\$ 639,700	\$ 509,800	\$ 1,149,500
82	Poplar Bluff	Poplar Bluff Municipal	Confidential	Confidential	Confidential
83	Potosi	Washington County	\$ 315,500	\$ 251,300	\$ 566,800
84	Princeton	Princeton-Kauffman Memorial	\$ 3,000	\$ 2,400	\$ 5,400
85	Richland	Richland Municipal	\$ 38,400	\$ 30,500	\$ 68,900
86	Rolla	Rolla Downtown	Confidential	Confidential	Confidential
87	Rolla/Vichy	Rolla National	Confidential	Confidential	Confidential
88	Saint Charles	Saint Charles	Confidential	Confidential	Confidential
89	Saint Charles	Saint Charles County Smartt	\$ 1,417,200	\$ 976,400	\$ 2,393,600
90	Saint Clair	Saint Clair Regional	\$ 30,200	\$ 24,000	\$ 54,200
91	Saint Joseph	Rosecrans Memorial	\$ 54,858,800	\$ 43,141,700	\$ 98,000,500
92	Saint Louis	Creve Coeur	Confidential	Confidential	Confidential
93	Saint Louis*	Spirit of Saint Louis	\$ 221,949,700	\$ 144,300,800	\$ 366,250,500
94	Salem	Salem Memorial	\$ 8,800	\$ 6,900	\$ 15,700
95	Sedalia	Sedalia Memorial	Confidential	Confidential	Confidential
96	Shelbyville	Shelby County	\$ 19,900	\$ 15,800	\$ 35,700
97	Sikeston	Sikeston Memorial Municipal	\$ 461,000	\$ 315,900	\$ 776,900
98	Slater	Slater Memorial	\$ 19,900	\$ 15,800	\$ 35,700
100	Steele	Steele Municipal	Confidential	Confidential	Confidential
101	Stockton	Stockton Municipal	\$ 52,200	\$ 41,500	\$ 93,700
102	Sullivan	Sullivan Regional	Confidential	Confidential	Confidential
103	Tarkio	Gould Peterson Municipal	Confidential	Confidential	Confidential
104	Thayer	Thayer Memorial	\$ 41,500	\$ 33,100	\$ 74,600
105	Trenton	Trenton Municipal	\$ 411,700	\$ 328,100	\$ 739,800
106	Unionville	Unionville Municipal	\$ 45,000	\$ 35,900	\$ 80,900
107	Van Buren	Bollinger Crass Memorial	\$ 8,700	\$ 6,900	\$ 15,600
108	Versailles	Roy Otten Memorial	\$ 504,400	\$ 321,900	\$ 826,300
109	Warrensburg	CMSU Max B Swisher Skyhaven	Confidential	Confidential	Confidential
110	Warsaw	Warsaw Municipal	\$ 137,000	\$ 109,200	\$ 246,200
111	Washington	Washington Memorial	Confidential	Confidential	Confidential
113	West Plains	West Plains Municipal	Confidential	Confidential	Confidential
114	Willow Springs	Willow Springs Memorial	\$ 36,800	\$ 29,400	\$ 66,200
General Aviation Airports Total			\$ 421,891,300	\$ 283,271,700	\$ 705,163,000
Total			\$ 618,617,500	\$ 423,147,900	\$ 1,041,765,400
* This data was provided by airport management or determined as part of an airport-specific economic study					
** Benefit associated with general aviation activity only					
Source: Wilbur Smith Associates, Inc.					

**Table A-10
2002 Visitor Output**

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT OUTPUT	SECONDARY OUTPUT	TOTAL OUTPUT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	\$ 658,900	\$ 491,000	\$ 1,149,900
23	Columbia	Columbia Regional	\$ 927,000	\$ 690,800	\$ 1,617,800
44	Joplin	Joplin Regional	\$ 922,500	\$ 687,400	\$ 1,609,900
NA	Kansas City*	Kansas City International	\$ 347,300	\$ 258,800	\$ 606,100
49	Kirksville	Kirksville Regional	Confidential	Confidential	Confidential
NA	Saint Louis	Lambert-Saint Louis International	\$ 956,500	\$ 712,800	\$ 1,669,300
99	Springfield	Springfield-Branson Regional	\$ 1,332,900	\$ 993,200	\$ 2,326,100
112	Waynesville	Waynesville (Regional Airport at Forney Field)	\$ 43,500	\$ 32,400	\$ 75,900
Commercial Service Airports Total**			\$ 5,275,900	\$ 3,931,500	\$ 9,207,400
General Aviation Airports					
1	Albany	Albany Municipal	\$ 57,800	\$ 43,100	\$ 100,900
2	Aurora	Jerry Sumners Sr. Aurora Municipal	Confidential	Confidential	Confidential
3	Ava	Ava Bill Martin Memorial	\$ 52,900	\$ 39,400	\$ 92,300
4	Bethany	Bethany Memorial	\$ 21,700	\$ 16,200	\$ 37,900
5	Bismarck	Bismarck Memorial	\$ 79,500	\$ 59,200	\$ 138,700
6	Bolivar	Bolivar Municipal	Confidential	Confidential	Confidential
7	Boonville	Jesse Viertel Memorial	\$ 144,700	\$ 107,800	\$ 252,500
8	Bowling Green	Bowling Green Municipal	Confidential	Confidential	Confidential
10	Buffalo	Buffalo Municipal	\$ 98,800	\$ 73,600	\$ 172,400
11	Butler	Butler Memorial	\$ 142,700	\$ 106,300	\$ 249,000
12	Cabool	Cabool Memorial	\$ 84,900	\$ 63,300	\$ 148,200
13	Camdenton	Camdenton Memorial	\$ 318,600	\$ 237,400	\$ 556,000
14	Cameron	Cameron Memorial	Confidential	Confidential	Confidential
15	Campbell	Campbell Municipal	Confidential	Confidential	Confidential
17	Carrollton	Carrollton Memorial	\$ 87,300	\$ 65,100	\$ 152,400
18	Caruthersville	Caruthersville Memorial	Confidential	Confidential	Confidential
19	Cassville	Cassville Municipal	\$ 91,800	\$ 68,400	\$ 160,200
20	Charleston	Mississippi County	\$ 63,100	\$ 47,000	\$ 110,100
21	Chillicothe	Chillicothe Municipal	Confidential	Confidential	Confidential
22	Clinton	Clinton Memorial	\$ 350,600	\$ 261,300	\$ 611,900
24	Cuba	Cuba Municipal	Confidential	Confidential	Confidential
25	Dexter	Dexter Municipal	\$ 101,300	\$ 75,500	\$ 176,800
26	Doniphan	Doniphan Municipal	Confidential	Confidential	Confidential
27	El Dorado Springs	El Dorado Springs Memorial	\$ 36,500	\$ 27,200	\$ 63,700
28	Eldon	Eldon Model Airpark	\$ 130,000	\$ 96,900	\$ 226,900
29	Excelsior Springs	Excelsior Springs Memorial	Confidential	Confidential	Confidential
30	Farmington	Farmington Regional	Confidential	Confidential	Confidential
31	Festus	Festus Memorial	\$ 226,700	\$ 168,900	\$ 395,600
32	Fredericktown	Fredericktown Regional	Confidential	Confidential	Confidential
33	Fulton	Elton Hensley Memorial	\$ 152,100	\$ 113,300	\$ 265,400
34	Gainesville	Gainesville Memorial	\$ 26,700	\$ 19,900	\$ 46,600
35	Gideon	Gideon Memorial	Confidential	Confidential	Confidential
36	Grain Valley	East Kansas City	\$ 41,400	\$ 30,900	\$ 72,300
37	Hannibal	Hannibal Municipal	Confidential	Confidential	Confidential
38	Harrisonville	Lawrence Smith Memorial	Confidential	Confidential	Confidential
39	Hermann	Hermann Municipal	\$ 36,500	\$ 27,200	\$ 63,700
40	Higginsville	Higginsville Industrial Municipal	\$ 41,400	\$ 30,900	\$ 72,300
41	Homersville	Homersville Memorial	\$ 12,300	\$ 9,200	\$ 21,500
42	Houston	Houston Memorial	\$ 183,700	\$ 136,900	\$ 320,600
43	Jefferson City	Jefferson City Memorial	\$ 1,031,600	\$ 768,700	\$ 1,800,300
45	Kahoka	Kahoka Municipal	\$ 2,500	\$ 1,900	\$ 4,400
46	Kaiser/Lake Ozark	Lee C Fine Memorial	\$ 200,100	\$ 149,100	\$ 349,200
47	Kansas City*	Charles B Wheeler Downtown	\$ 3,468,200	\$ 2,584,400	\$ 6,052,600
48	Kennett	Kennett Memorial	Confidential	Confidential	Confidential
50	Lamar	Lamar Municipal	Confidential	Confidential	Confidential
51	Lebanon	Floyd W Jones	Confidential	Confidential	Confidential
52	Lee's Summit	Lee's Summit Municipal	\$ 1,593,700	\$ 1,187,600	\$ 2,781,300
53	Lexington	Lexington Municipal	\$ 101,300	\$ 75,500	\$ 176,800
54	Lincoln	Lincoln Municipal	\$ 55,400	\$ 41,300	\$ 96,700
55	Linn	Linn State Technical College Airport	\$ 12,300	\$ 9,200	\$ 21,500
56	Macon	Macon-Fower Memorial	Confidential	Confidential	Confidential
57	Malden	Malden Regional	\$ 48,400	\$ 36,100	\$ 84,500
58	Mansfield	Mansfield Municipal	\$ 70,100	\$ 52,200	\$ 122,300
59	Marble Hill	Twin City Airpark	\$ 52,900	\$ 39,400	\$ 92,300
60	Marshall	Marshall Memorial Municipal	\$ 28,700	\$ 21,400	\$ 50,100
61	Maryville	Northwest Missouri Regional	Confidential	Confidential	Confidential
62	Memphis	Memphis Memorial	\$ 19,700	\$ 14,700	\$ 34,400
63	Mexico	Mexico Memorial	\$ 367,000	\$ 273,500	\$ 640,500



Appendix A





Appendix A



Table A-10
2002 Visitor Output

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT OUTPUT	SECONDARY OUTPUT	TOTAL OUTPUT
64	Moberly	Omar N Bradley	\$ 121,000	\$ 90,200	\$ 211,200
65	Monett	Monett Municipal	\$ 168,900	\$ 125,900	\$ 294,800
66	Monroe City	Monroe City Regional	\$ 140,200	\$ 104,500	\$ 244,700
67	Montgomery City	Montgomery-Wehrman	Confidential	Confidential	Confidential
68	Monticello	Lewis County Regional	\$ 39,000	\$ 29,100	\$ 68,100
69	Mosby	Clay County Regional	\$ 207,900	\$ 154,900	\$ 362,800
70	Mount Vernon	Mount Vernon Municipal	\$ 4,500	\$ 3,400	\$ 7,900
71	Mountain Grove	Mountain Grove Memorial	Confidential	Confidential	Confidential
72	Mountain View	Mountain View	\$ 210,300	\$ 156,700	\$ 367,000
73	Neosho	Hugh Robinson Memorial	Confidential	Confidential	Confidential
74	Nevada	Nevada Municipal	Confidential	Confidential	Confidential
75	New Madrid	County Memorial	Confidential	Confidential	Confidential
76	Osage Beach	Grand Claize	Confidential	Confidential	Confidential
77	Osceola	Osceola Municipal	\$ 7,000	\$ 5,200	\$ 12,200
78	Ozark	Air Park South	Confidential	Confidential	Confidential
79	Perryville	Perryville Municipal	\$ 270,200	\$ 201,300	\$ 471,500
80	Piedmont	Piedmont Municipal	\$ 36,500	\$ 27,200	\$ 63,700
81	Point Lookout	M Graham Clark	\$ 758,100	\$ 564,900	\$ 1,323,000
82	Poplar Bluff	Poplar Bluff Municipal	Confidential	Confidential	Confidential
83	Potosi	Washington County	\$ 87,300	\$ 65,100	\$ 152,400
84	Princeton	Princeton-Kauffman Memorial	\$ 4,500	\$ 3,400	\$ 7,900
85	Richland	Richland Municipal	\$ 9,400	\$ 7,000	\$ 16,400
86	Rolla	Rolla Downtown	Confidential	Confidential	Confidential
87	Rolla/Vichy	Rolla National	Confidential	Confidential	Confidential
88	Saint Charles	Saint Charles	Confidential	Confidential	Confidential
89	Saint Charles	Saint Charles County Smartt	\$ 797,000	\$ 593,900	\$ 1,390,900
90	Saint Clair	Saint Clair Regional	\$ 157,400	\$ 117,300	\$ 274,700
91	Saint Joseph	Rosecrans Memorial	\$ 393,600	\$ 293,300	\$ 686,900
92	Saint Louis	Creve Coeur	Confidential	Confidential	Confidential
93	Saint Louis*	Spirit of Saint Louis	\$ 18,274,000	\$ 13,617,300	\$ 31,891,300
94	Salem	Salem Memorial	\$ 109,100	\$ 81,300	\$ 190,400
95	Sedalia	Sedalia Memorial	Confidential	Confidential	Confidential
96	Shelbyville	Shelby County	\$ -	\$ -	\$ -
97	Sikeston	Sikeston Memorial Municipal	\$ -	\$ -	\$ -
98	Slater	Slater Memorial	\$ 239,000	\$ 178,100	\$ 417,100
100	Steele	Steele Municipal	Confidential	Confidential	Confidential
101	Stockton	Stockton Municipal	\$ 2,500	\$ 1,900	\$ 4,400
102	Sullivan	Sullivan Regional	Confidential	Confidential	Confidential
103	Tarkio	Gould Peterson Municipal	Confidential	Confidential	Confidential
104	Thayer	Thayer Memorial	\$ 91,800	\$ 68,400	\$ 160,200
105	Trenton	Trenton Municipal	\$ 91,800	\$ 68,400	\$ 160,200
106	Unionville	Unionville Municipal	\$ 41,400	\$ 30,900	\$ 72,300
107	Van Buren	Bollinger Crass Memorial	\$ 28,700	\$ 21,400	\$ 50,100
108	Versailles	Roy Otten Memorial	\$ 121,000	\$ 90,200	\$ 211,200
109	Warrensburg	CMSU Max B Swisher Skyhaven	Confidential	Confidential	Confidential
110	Warsaw	Warsaw Municipal	\$ 41,400	\$ 30,900	\$ 72,300
111	Washington	Washington Memorial	Confidential	Confidential	Confidential
113	West Plains	West Plains Municipal	Confidential	Confidential	Confidential
114	Willow Springs	Willow Springs Memorial	\$ 96,800	\$ 72,100	\$ 168,900
General Aviation Airports Total			\$ 39,671,000	\$ 29,562,500	\$ 69,233,500
Total			\$ 44,946,900	\$ 33,494,000	\$ 78,440,900

* This data was provided by airport management or determined as part of an airport-specific economic study

** Benefit associated with general aviation activity only

Source: Wilbur Smith Associates, Inc.

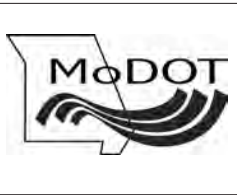
**Table A-11
2002 Total Output**

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT OUTPUT	SECONDARY OUTPUT	TOTAL OUTPUT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	\$ 5,099,800	\$ 3,577,000	\$ 8,676,800
23	Columbia	Columbia Regional	\$ 54,631,900	\$ 41,903,100	\$ 96,535,000
44	Joplin	Joplin Regional	\$ 7,757,300	\$ 5,407,800	\$ 13,165,100
NA	Kansas City*	Kansas City International	\$ 51,169,400	\$ 32,941,600	\$ 84,111,000
49	Kirksville	Kirksville Regional	\$ 502,100	\$ 382,500	\$ 884,600
NA	Saint Louis	Lambert-Saint Louis International	\$ 35,225,600	\$ 22,717,500	\$ 57,943,100
99	Springfield	Springfield-Branson Regional	\$ 46,896,100	\$ 36,306,900	\$ 83,203,000
112	Waynesville	Waynesville (Regional Airport at Fomey Field)	\$ 719,900	\$ 571,300	\$ 1,291,200
Commercial Service Airports Total**			\$ 202,002,100	\$ 143,807,700	\$ 345,809,800
General Aviation Airports					
1	Albany	Albany Municipal	\$ 145,200	\$ 112,700	\$ 257,900
2	Aurora	Jerry Sumners Sr. Aurora Municipal	\$ 1,100,800	\$ 746,800	\$ 1,847,600
3	Ava	Ava Bill Martin Memorial	\$ 65,700	\$ 49,600	\$ 115,300
4	Bethany	Bethany Memorial	\$ 32,900	\$ 25,100	\$ 58,000
5	Bismarck	Bismarck Memorial	\$ 121,000	\$ 92,400	\$ 213,400
6	Bolivar	Bolivar Municipal	\$ 1,336,900	\$ 969,300	\$ 2,306,200
7	Boonville	Jesse Viertel Memorial	\$ 1,593,600	\$ 1,206,700	\$ 2,800,300
8	Bowling Green	Bowling Green Municipal	\$ 293,200	\$ 203,000	\$ 496,200
10	Buffalo	Buffalo Municipal	\$ 135,900	\$ 103,200	\$ 239,100
11	Butler	Butler Memorial	\$ 562,500	\$ 390,200	\$ 952,700
12	Cabool	Cabool Memorial	\$ 97,500	\$ 73,400	\$ 170,900
13	Camdenton	Camdenton Memorial	\$ 942,800	\$ 707,700	\$ 1,650,500
14	Cameron	Cameron Memorial	\$ 338,000	\$ 242,300	\$ 580,300
15	Campbell	Campbell Municipal	\$ 181,900	\$ 123,200	\$ 305,100
17	Carrollton	Carrollton Memorial	\$ 96,300	\$ 72,200	\$ 168,500
18	Canuthersville	Canuthersville Memorial	\$ 527,100	\$ 377,600	\$ 904,700
19	Cassville	Cassville Municipal	\$ 430,700	\$ 293,100	\$ 723,800
20	Charleston	Mississippi County	\$ 71,300	\$ 53,500	\$ 124,800
21	Chillicothe	Chillicothe Municipal	\$ 658,500	\$ 447,300	\$ 1,105,800
22	Clinton	Clinton Memorial	\$ 715,200	\$ 518,700	\$ 1,233,900
24	Cuba	Cuba Municipal	\$ 260,400	\$ 190,300	\$ 450,700
25	Dexter	Dexter Municipal	\$ 707,800	\$ 515,200	\$ 1,223,000
26	Doniphan	Doniphan Municipal	\$ 247,100	\$ 158,300	\$ 405,400
27	El Dorado Springs	El Dorado Springs Memorial	\$ 105,500	\$ 82,200	\$ 187,700
28	Eldon	Eldon Model Airpark	\$ 198,600	\$ 151,500	\$ 350,100
29	Excelsior Springs	Excelsior Springs Memorial	\$ 267,900	\$ 194,200	\$ 462,100
30	Farmington	Farmington Regional	\$ 559,900	\$ 413,900	\$ 973,800
31	Festus	Festus Memorial	\$ 1,966,300	\$ 1,297,800	\$ 3,264,100
32	Fredericktown	Fredericktown Regional	\$ 236,600	\$ 178,200	\$ 414,800
33	Fulton	Elton Hensley Memorial	\$ 1,375,600	\$ 976,900	\$ 2,352,500
34	Gainesville	Gainesville Memorial	\$ 46,600	\$ 35,700	\$ 82,300
35	Gideon	Gideon Memorial	\$ 209,800	\$ 136,400	\$ 346,200
36	Grain Valley	East Kansas City	\$ 734,600	\$ 508,200	\$ 1,242,800
37	Hannibal	Hannibal Municipal	\$ 2,016,000	\$ 1,555,500	\$ 3,571,500
38	Harrisonville	Lawrence Smith Memorial	\$ 1,953,500	\$ 1,297,400	\$ 3,250,900
39	Hermann	Hermann Municipal	\$ 60,700	\$ 46,400	\$ 107,100
40	Higginsville	Higginsville Industrial Municipal	\$ 1,136,300	\$ 737,900	\$ 1,874,200
41	Homersville	Homersville Memorial	\$ 48,800	\$ 38,400	\$ 87,200
42	Houston	Houston Memorial	\$ 203,600	\$ 152,700	\$ 356,300
43	Jefferson City	Jefferson City Memorial	\$ 6,330,400	\$ 4,703,000	\$ 11,033,400
45	Kahoka	Kahoka Municipal	\$ 36,000	\$ 28,600	\$ 64,600
46	Kaiser/Lake Ozark	Lee C Fine Memorial	\$ 1,035,800	\$ 814,900	\$ 1,850,700
47	Kansas City*	Charles B Wheeler Downtown	\$ 26,822,200	\$ 17,726,300	\$ 44,548,500
48	Kennett	Kennett Memorial	\$ 1,890,900	\$ 1,386,900	\$ 3,277,800
50	Lamar	Lamar Municipal	\$ 536,700	\$ 401,500	\$ 938,200
51	Lebanon	Floyd W Jones	\$ 915,100	\$ 663,100	\$ 1,578,200
52	Lee's Summit	Lee's Summit Municipal	\$ 4,845,600	\$ 3,571,400	\$ 8,417,000
53	Lexington	Lexington Municipal	\$ 2,015,200	\$ 1,275,700	\$ 3,290,900
54	Lincoln	Lincoln Municipal	\$ 64,600	\$ 48,600	\$ 113,200
55	Linn	Linn State Technical College Airport	\$ 613,000	\$ 385,800	\$ 998,800
56	Macon	Macon-Power Memorial	\$ 342,200	\$ 248,300	\$ 590,500
57	Malden	Malden Regional	\$ 1,081,200	\$ 758,600	\$ 1,839,800
58	Mansfield	Mansfield Municipal	\$ 93,600	\$ 70,900	\$ 164,500
59	Marble Hill	Twin City Airpark	\$ 71,300	\$ 54,100	\$ 125,400
60	Marshall	Marshall Memorial Municipal	\$ 697,900	\$ 462,100	\$ 1,160,000
61	Maryville	Northwest Missouri Regional	\$ 352,500	\$ 246,100	\$ 598,600
62	Memphis	Memphis Memorial	\$ 48,300	\$ 37,400	\$ 85,700
63	Mexico	Mexico Memorial	\$ 2,025,600	\$ 1,382,500	\$ 3,408,100
64	Moberly	Omar N Bradley	\$ 846,200	\$ 570,500	\$ 1,416,700



Appendix A





Appendix A



Table A-11
2002 Total Output

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	DIRECT OUTPUT	SECONDARY OUTPUT	TOTAL OUTPUT
65	Monett	Monett Municipal	\$ 16,117,000	\$ 10,277,900	\$ 26,394,900
66	Monroe City	Monroe City Regional	\$ 247,400	\$ 190,000	\$ 437,400
67	Montgomery City	Montgomery-Wehrman	\$ 194,800	\$ 124,200	\$ 319,000
68	Monticello	Lewis County Regional	\$ 59,500	\$ 45,400	\$ 104,900
69	Mosby	Clay County Regional	\$ 812,600	\$ 636,800	\$ 1,449,400
70	Mount Vernon	Mount Vernon Municipal	\$ 346,100	\$ 228,600	\$ 574,700
71	Mountain Grove	Mountain Grove Memorial	\$ 478,600	\$ 337,600	\$ 816,200
72	Mountain View	Mountain View	\$ 571,800	\$ 444,700	\$ 1,016,500
73	Neosho	Hugh Robinson Memorial	\$ 771,400	\$ 540,900	\$ 1,312,300
74	Nevada	Nevada Municipal	\$ 183,300	\$ 135,800	\$ 319,100
75	New Madrid	County Memorial	\$ 198,100	\$ 138,900	\$ 337,000
76	Osage Beach	Grand Claize	\$ 778,200	\$ 561,400	\$ 1,339,600
77	Osceola	Osceola Municipal	\$ 15,700	\$ 12,100	\$ 27,800
78	Ozark	Air Park South	\$ 551,200	\$ 353,500	\$ 904,700
79	Perryville	Perryville Municipal	\$ 46,202,300	\$ 29,051,100	\$ 75,253,400
80	Piedmont	Piedmont Municipal	\$ 180,400	\$ 142,000	\$ 322,400
81	Point Lookout	M Graham Clark	\$ 1,397,800	\$ 1,074,700	\$ 2,472,500
82	Poplar Bluff	Poplar Bluff Municipal	\$ 1,011,200	\$ 691,500	\$ 1,702,700
83	Potosi	Washington County	\$ 402,800	\$ 316,400	\$ 719,200
84	Princeton	Princeton-Kauffman Memorial	\$ 7,500	\$ 5,800	\$ 13,300
85	Richland	Richland Municipal	\$ 47,800	\$ 37,500	\$ 85,300
86	Rolla	Rolla Downtown	\$ 125,300	\$ 82,900	\$ 208,200
87	Rolla/Vichy	Rolla National	\$ 2,233,300	\$ 1,480,200	\$ 3,713,500
88	Saint Charles	Saint Charles	\$ 3,400,100	\$ 2,277,000	\$ 5,677,100
89	Saint Charles	Saint Charles County Smartt	\$ 2,214,200	\$ 1,570,300	\$ 3,784,500
90	Saint Clair	Saint Clair Regional	\$ 187,600	\$ 141,300	\$ 328,900
91	Saint Joseph	Rosecrans Memorial	\$ 55,252,400	\$ 43,435,000	\$ 98,687,400
92	Saint Louis	Creve Coeur	\$ 1,611,600	\$ 1,049,500	\$ 2,661,100
93	Saint Louis*	Spirit of Saint Louis	\$ 240,223,700	\$ 157,918,100	\$ 398,141,800
94	Salem	Salem Memorial	\$ 117,900	\$ 88,200	\$ 206,100
95	Sedalia	Sedalia Memorial	\$ 1,250,700	\$ 930,800	\$ 2,181,500
96	Shelbyville	Shelby County	\$ 19,900	\$ 15,800	\$ 35,700
97	Sikeston	Sikeston Memorial Municipal	\$ 461,000	\$ 315,900	\$ 776,900
98	Slater	Slater Memorial	\$ 258,900	\$ 193,900	\$ 452,800
100	Steele	Steele Municipal	\$ 342,000	\$ 220,500	\$ 562,500
101	Stockton	Stockton Municipal	\$ 54,700	\$ 43,400	\$ 98,100
102	Sullivan	Sullivan Regional	\$ 579,100	\$ 404,200	\$ 983,300
103	Tarkio	Gould Peterson Municipal	\$ 233,400	\$ 154,800	\$ 388,200
104	Thayer	Thayer Memorial	\$ 133,300	\$ 101,500	\$ 234,800
105	Trenton	Trenton Municipal	\$ 503,500	\$ 396,500	\$ 900,000
106	Unionville	Unionville Municipal	\$ 86,400	\$ 66,800	\$ 153,200
107	Van Buren	Bollinger Crass Memorial	\$ 37,400	\$ 28,300	\$ 65,700
108	Versailles	Roy Otten Memorial	\$ 625,400	\$ 412,100	\$ 1,037,500
109	Warrensburg	CMSU Max B Swisher Skyhaven	\$ 4,062,600	\$ 2,673,400	\$ 6,736,000
110	Warsaw	Warsaw Municipal	\$ 178,400	\$ 140,100	\$ 318,500
111	Washington	Washington Memorial	\$ 1,028,600	\$ 754,300	\$ 1,782,900
113	West Plains	West Plains Municipal	\$ 3,184,900	\$ 2,179,700	\$ 5,364,600
114	Willow Springs	Willow Springs Memorial	\$ 133,600	\$ 101,500	\$ 235,100
General Aviation Airports Total			\$ 461,562,300	\$ 312,834,200	\$ 774,396,500
Total			\$ 663,564,400	\$ 456,641,900	\$ 1,120,206,300

* This data was provided by airport management or determined as part of an airport-specific economic study

** Benefit associated with general aviation activity only

Source: Wilbur Smith Associates, Inc.

Table A-12
Total Economic Benefit of Commercial Air Service

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	49.0	\$ 1,195,700	\$ 3,339,300
23	Columbia	Columbia Regional	65.5	\$ 2,759,400	\$ 5,072,800
44	Joplin	Joplin Regional	105.0	\$ 2,551,500	\$ 7,815,100
NA	Kansas City*	Kansas City International	66,290.0	\$ 1,426,044,600	\$ 2,917,512,100
49	Kirksville	Kirksville Regional	21.0	\$ 674,400	\$ 1,933,100
NA	Saint Louis	Lambert-Saint Louis International	70,735.0	\$ 1,844,393,900	\$ 5,338,544,200
99	Springfield	Springfield-Branson Regional	1,206.0	\$ 27,655,200	\$ 79,664,100
112	Waynesville	Waynesville (Regional Airport at Forney Field)	28.0	\$ 784,600	\$ 2,087,300
Commercial Service Airports Total**			138,499.5	\$ 3,306,059,300	\$ 8,355,968,000

* This data was provided by airport management or determined as part of an airport-specific economic study

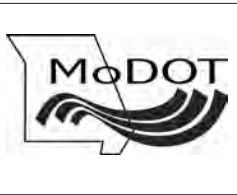
** Benefit associated with commercial air service activity only

Source: Wilbur Smith Associates, Inc.



Appendix A





Appendix A



Table A-13
Total Economic Impact of Aviation in Missouri

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Commercial Service Airports					
16	Cape Girardeau	Cape Girardeau Regional	142.0	\$ 3,532,500	\$ 12,016,100
23	Columbia	Columbia Regional	825.5	\$ 30,060,100	\$ 101,607,800
44	Joplin	Joplin Regional	256.0	\$ 7,447,100	\$ 20,980,200
NA	Kansas City*	Kansas City International	67,427.0	\$ 1,463,972,700	\$ 3,001,623,100
49	Kirksville	Kirksville Regional	33.0	\$ 1,012,200	\$ 2,817,700
NA	Saint Louis	Lambert-Saint Louis International	71,368.0	\$ 1,863,452,700	\$ 5,396,487,300
99	Springfield	Springfield-Branson Regional	1,994.5	\$ 51,813,300	\$ 162,867,100
112	Waynesville	Waynesville (Regional Airport at Forney Field)	63.0	\$ 1,762,200	\$ 3,378,500
Commercial Service Airports Total**			142,109.0	\$ 3,423,052,800	\$ 8,701,777,800
General Aviation Airports					
1	Albany	Albany Municipal	3.0	\$ 54,400	\$ 257,900
2	Aurora	Jerry Sumners Sr. Aurora Municipal	19.0	\$ 387,800	\$ 1,847,600
3	Ava	Ava Bill Martin Memorial	2.5	\$ 63,000	\$ 115,300
4	Bethany	Bethany Memorial	1.0	\$ 28,900	\$ 58,000
5	Bismarck	Bismarck Memorial	3.0	\$ 80,000	\$ 213,400
6	Bolivar	Bolivar Municipal	23.5	\$ 495,600	\$ 2,306,200
7	Boonville	Jesse Viertel Memorial	15.0	\$ 318,400	\$ 2,800,300
8	Bowling Green	Bowling Green Municipal	8.0	\$ 177,600	\$ 496,200
10	Buffalo	Buffalo Municipal	4.0	\$ 97,000	\$ 239,100
11	Butler	Butler Memorial	11.0	\$ 246,300	\$ 952,700
12	Cabool	Cabool Memorial	3.0	\$ 80,000	\$ 170,900
13	Camdenton	Camdenton Memorial	15.5	\$ 356,800	\$ 1,650,500
14	Cameron	Cameron Memorial	6.0	\$ 129,200	\$ 580,300
15	Campbell	Campbell Municipal	4.0	\$ 88,500	\$ 305,100
17	Carrollton	Carrollton Memorial	3.0	\$ 80,000	\$ 168,500
18	Canuthersville	Canuthersville Memorial	12.5	\$ 281,900	\$ 904,700
19	Cassville	Cassville Municipal	10.0	\$ 203,400	\$ 723,800
20	Charleston	Mississippi County	2.5	\$ 63,000	\$ 124,800
21	Chillicothe	Chillicothe Municipal	8.5	\$ 113,900	\$ 1,105,800
22	Clinton	Clinton Memorial	17.0	\$ 371,700	\$ 1,233,900
24	Cuba	Cuba Municipal	4.0	\$ 90,800	\$ 450,700
25	Dexter	Dexter Municipal	21.0	\$ 519,900	\$ 1,223,000
26	Doniphan	Doniphan Municipal	4.5	\$ 96,700	\$ 405,400
27	El Dorado Springs	El Dorado Springs Memorial	2.0	\$ 46,100	\$ 187,700
28	Eldon	Eldon Model Airpark	8.0	\$ 190,600	\$ 350,100
29	Excelsior Springs	Excelsior Springs Memorial	7.0	\$ 146,200	\$ 462,100
30	Farmington	Farmington Regional	14.5	\$ 346,100	\$ 973,800
31	Festus	Festus Memorial	41.0	\$ 827,300	\$ 3,264,100
32	Fredericktown	Fredericktown Regional	4.0	\$ 96,900	\$ 414,800
33	Fulton	Elton Hensley Memorial	26.0	\$ 531,500	\$ 2,352,500
34	Gainesville	Gainesville Memorial	1.0	\$ 28,900	\$ 82,300
35	Gideon	Gideon Memorial	5.0	\$ 94,500	\$ 346,200
36	Grain Valley	East Kansas City	21.0	\$ 270,800	\$ 1,242,800
37	Hannibal	Hannibal Municipal	15.0	\$ 366,400	\$ 3,571,500
38	Harrisonville	Lawrence Smith Memorial	40.0	\$ 917,800	\$ 3,250,900
39	Hermann	Hermann Municipal	2.0	\$ 46,100	\$ 107,100
40	Higginsville	Higginsville Industrial Municipal	18.0	\$ 422,300	\$ 1,874,200
41	Homersville	Homersville Memorial	1.0	\$ 28,900	\$ 87,200
42	Houston	Houston Memorial	6.5	\$ 165,200	\$ 356,300
43	Jefferson City	Jefferson City Memorial	211.5	\$ 6,360,800	\$ 11,033,400
45	Kahoka	Kahoka Municipal	0.5	\$ 11,900	\$ 64,600
46	Kaiser/Lake Ozark	Lee C Fine Memorial	14.5	\$ 400,300	\$ 1,850,700
47	Kansas City*	Charles B Wheeler Downtown	572.0	\$ 12,199,200	\$ 44,548,500
48	Kennett	Kennett Memorial	33.0	\$ 745,700	\$ 3,277,800
50	Lamar	Lamar Municipal	10.0	\$ 243,300	\$ 938,200
51	Lebanon	Floyd W Jones	24.5	\$ 570,900	\$ 1,578,200
52	Lee's Summit	Lee's Summit Municipal	89.5	\$ 2,396,900	\$ 8,417,000
53	Lexington	Lexington Municipal	45.0	\$ 304,000	\$ 3,290,900
54	Lincoln	Lincoln Municipal	2.5	\$ 63,000	\$ 113,200
55	Linn	Linn State Technical College Airport	13.5	\$ 276,700	\$ 998,800
56	Macon	Macon-Fower Memorial	20.0	\$ 318,000	\$ 590,500
57	Malden	Malden Regional	19.0	\$ 498,100	\$ 1,839,800
58	Mansfield	Mansfield Municipal	3.0	\$ 80,000	\$ 164,500
59	Marble Hill	Twin City Airpark	2.5	\$ 63,000	\$ 125,400
60	Marshall	Marshall Memorial Municipal	8.0	\$ 170,800	\$ 1,160,000
61	Maryville	Northwest Missouri Regional	9.0	\$ 170,600	\$ 598,600
62	Memphis	Memphis Memorial	1.0	\$ 28,900	\$ 85,700
63	Mexico	Mexico Memorial	40.0	\$ 892,500	\$ 3,408,100
64	Moberly	Omar N Bradley	11.5	\$ 399,300	\$ 1,416,700

Table A-13
Total Economic Impact of Aviation in Missouri

SASP CODE	ASSOCIATED CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
65	Monett	Monett Municipal	85.5	\$ 2,608,200	\$ 26,394,900
66	Monroe City	Monroe City Regional	8.5	\$ 214,300	\$ 437,400
67	Montgomery City	Montgomery-Wehrman	4.0	\$ 82,600	\$ 319,000
68	Monticello	Lewis County Regional	2.0	\$ 46,100	\$ 104,900
69	Mosby	Clay County Regional	15.0	\$ 322,100	\$ 1,449,400
70	Mount Vernon	Mount Vernon Municipal	6.0	\$ 121,000	\$ 574,700
71	Mountain Grove	Mountain Grove Memorial	13.5	\$ 310,800	\$ 816,200
72	Mountain View	Mountain View	11.0	\$ 282,400	\$ 1,016,500
73	Neosho	Hugh Robinson Memorial	17.0	\$ 411,600	\$ 1,312,300
74	Nevada	Nevada Municipal	2.5	\$ 44,700	\$ 319,100
75	New Madrid	County Memorial	5.0	\$ 112,800	\$ 337,000
76	Osage Beach	Grand Claize	19.0	\$ 488,300	\$ 1,339,600
77	Osceola	Osceola Municipal	0.5	\$ 11,900	\$ 27,800
78	Ozark	Air Park South	4.0	\$ 83,900	\$ 904,700
79	Perryville	Perryville Municipal	762.0	\$ 17,426,100	\$ 75,253,400
80	Piedmont	Piedmont Municipal	2.0	\$ 46,100	\$ 322,400
81	Point Lookout	M Graham Clark	66.5	\$ 1,662,100	\$ 2,472,500
82	Poplar Bluff	Poplar Bluff Municipal	23.5	\$ 497,700	\$ 1,702,700
83	Potosi	Washington County	4.5	\$ 110,900	\$ 719,200
84	Princeton	Princeton-Kauffman Memorial	0.5	\$ 1,600	\$ 13,300
85	Richland	Richland Municipal	0.5	\$ 11,900	\$ 85,300
86	Rolla	Rolla Downtown	3.5	\$ 67,000	\$ 208,200
87	Rolla/Vichy	Rolla National	54.0	\$ 1,202,200	\$ 3,713,500
88	Saint Charles	Saint Charles	126.0	\$ 1,736,900	\$ 5,677,100
89	Saint Charles	Saint Charles County Smartt	49.5	\$ 1,368,400	\$ 3,784,500
90	Saint Clair	Saint Clair Regional	7.5	\$ 183,800	\$ 328,900
91	Saint Joseph	Rosecrans Memorial	1,346.5	\$ 63,216,600	\$ 98,687,400
92	Saint Louis	Creve Coeur	20.5	\$ 426,400	\$ 2,661,100
93	Saint Louis*	Spirit of Saint Louis	2,952.5	\$ 112,208,400	\$ 398,141,800
94	Salem	Salem Memorial	5.0	\$ 106,900	\$ 206,100
95	Sedalia	Sedalia Memorial	38.5	\$ 816,300	\$ 2,181,500
96	Shelbyville	Shelby County	0.5	\$ 11,900	\$ 35,700
97	Sikeston	Sikeston Memorial Municipal	7.5	\$ 160,300	\$ 776,900
98	Slater	Slater Memorial	8.5	\$ 216,300	\$ 452,800
100	Steele	Steele Municipal	9.0	\$ 36,400	\$ 562,500
101	Stockton	Stockton Municipal	2.0	\$ 47,500	\$ 98,100
102	Sullivan	Sullivan Regional	14.5	\$ 249,200	\$ 983,300
103	Tarkio	Gould Peterson Municipal	6.5	\$ 126,600	\$ 388,200
104	Thayer	Thayer Memorial	4.0	\$ 97,000	\$ 234,800
105	Trenton	Trenton Municipal	5.5	\$ 131,800	\$ 900,000
106	Unionville	Unionville Municipal	2.0	\$ 46,100	\$ 153,200
107	Van Buren	Bollinger Crass Memorial	1.0	\$ 28,900	\$ 65,700
108	Versailles	Roy Otten Memorial	14.0	\$ 302,700	\$ 1,037,500
109	Warrensburg	CMSU Max B Swisher Skyhaven	77.5	\$ 1,888,600	\$ 6,736,000
110	Warsaw	Warsaw Municipal	4.5	\$ 105,500	\$ 318,500
111	Washington	Washington Memorial	16.0	\$ 287,700	\$ 1,782,900
113	West Plains	West Plains Municipal	61.0	\$ 1,531,000	\$ 5,364,600
114	Willow Springs	Willow Springs Memorial	4.0	\$ 97,000	\$ 235,100
General Aviation Airports Total			7,438.5	\$ 246,738,800	\$ 774,396,500
Total			149,547.5	\$ 3,669,791,600	\$ 9,476,174,300

* This data was provided by airport management or determined as part of an airport-specific economic study

** Benefit associated with both commercial air service and general aviation activity

Source: Wilbur Smith Associates, Inc.



Appendix A

